

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles **Level 1:** For anyone working in aviation

Subpart B

The regulatory training sheets contained in this packet were produced by ARSA between July of 2024 and May of 2026.

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- § 21.13 Eligibility.
- § 21.15 Application for type certificate.
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- § 21.17 Designation of applicable regulations.
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- § 21.24 Issuance of type certificate: primary category aircraft.
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ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles **Level 1:** For anyone working in aviation

§ 21.11 Applicability.

This subpart [B] prescribes—

- (a) Procedural requirements for the issue of type certificates for aircraft, aircraft engines, and propellers; and
- (b) Rules governing the holders of those certificates.

§ 21.13 Eligibility.

Any interested person may apply for a type certificate.

§ 21.15 Application for type certificate.

- (a) An application for a type certificate is made on a form and in a manner prescribed by the FAA.
- (b) An application for an aircraft type certificate must be accompanied by a three-view drawing of that aircraft and available preliminary basic data.
- (c) An application for an aircraft engine type certificate must be accompanied by a description of the engine design features, the engine operating characteristics, and the proposed engine operating limitations.

Question 1: Part 21, subpart B prescribes procedural requirements applicable to any person producing a part article for a type certificated product.

- A: True.
- B: False.

Question 2: To apply for a type certificate, a person must previously have shown compliance with the applicable requirements of § 21.20.

- A: True.
- B: False.

Question 3: An application for an aircraft type certificate must be accompanied by a comparison to a current type-certificated product.

- A: True.
- B: False.

Question 4: An application for an aircraft engine type certificate must be accompanied by a description of the engine design features, the engine operating characteristics, and the proposed engine operating limitations

- A: True.
- B: False.

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ARSA Regulatory Compliance Training—Answers

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.11 Applicability.

This subpart [B] prescribes—

- (a) Procedural requirements for the issue of type certificates for aircraft, aircraft engines, and propellers; and
- (b) Rules governing the holders of those certificates.

§ 21.13 Eligibility.

Any interested person may apply for a type certificate.

§ 21.15 Application for type certificate.

- (a) An application for a type certificate is made on a form and in a manner prescribed by the FAA.
- (b) An application for an aircraft type certificate must be accompanied by a three-view drawing of that aircraft and available preliminary basic data.
- (c) An application for an aircraft engine type certificate must be accompanied by a description of the engine design features, the engine operating characteristics, and the proposed engine operating limitations.

Question 1: Part 21, subpart B prescribes procedural requirements applicable to any person producing a part article for a type certificated product.

A: True.

B: False. § 21.11(a) applies subpart B to the issuance of type certificates (and supplemental type certificates, which include the type certificate originally issued for the produce (see, § 21.117(b)) and holders of those certificates, not to every person otherwise authorized to produce parts or articles for type certificated products. It does not apply to owners and maintenance providers that fabricate parts under §§ 21.9(a)(5) and (6).

Question 3: An application for an aircraft type certificate must be accompanied by a comparison to a current type-certificated product.

A: True.

B: False. § 21.15(b) requires the application be accompanied by a three-view drawing of the aircraft and available preliminary basic data.

Question 2: To apply for a type certificate, a person must previously have shown compliance with the applicable requirements of § 21.20.

A: True.

B: False. § 21.13 allows for “any interested person” to apply for a type certificate.

Question 4: An application for an aircraft engine type certificate must be accompanied by a description of the engine design features, the engine operating characteristics, and the proposed engine operating limitations

A: True. See § 21.15(c).

B: False.

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles **Level 1:** For anyone working in aviation

§ 21.16 Special conditions.

If the FAA finds that the airworthiness regulations of this subchapter do not contain adequate or appropriate safety standards for an aircraft, aircraft engine, or propeller because of a novel or unusual design feature of the aircraft, aircraft engine or propeller, he prescribes special conditions and amendments thereto for the product. The special conditions are issued in accordance with Part 11 of this chapter and contain such safety standards for the aircraft, aircraft engine or propeller as the FAA finds necessary to establish a level of safety equivalent to that established in the regulations.

§ 21.19 Changes requiring a new type certificate.

Each person who proposes to change a product must apply for a new type certificate if the FAA finds that the proposed change in design, power, thrust, or weight is so extensive that a substantially complete investigation of compliance with the applicable regulations is required.

§ 21.20 Compliance with applicable requirements.

The applicant for a type certificate, including an amended or supplemental type certificate, must—

- (a) Show compliance with all applicable requirements and must provide the FAA the means by which such compliance has been shown; and
- (b) Provide a statement certifying that the applicant has complied with the applicable requirements.

Note: § 21.17 is covered in a separate ARSA Regulatory Compliance Training Question.

Question 1: *The FAA issues special conditions whenever it finds the regulations do contain adequate safety standards because of the discovery of a serious failure, malfunction, or defect.*

- A: True.
- B: False.

Question 2: *The FAA issues special conditions in accordance with the public rulemaking procedures of the Administrative Procedure Act (“APA”).*

- A: True.
- B: False.

Question 3: *Each person proposing a change to a product must apply for a new type certificate even if the proposal has no appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the product.*

- A: True.
- B: False.

Question 4: *Each person applying for a type certificate must show compliance with all applicable requirements and provide the FAA the means by which compliance has been shown.*

- A: True.
- B: False.

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ARSA Regulatory Compliance Training—Answers

Part 21: Certification Procedures for Products and Articles

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§ 21.16 Special conditions.

If the FAA finds that the airworthiness regulations of this subchapter do not contain adequate or appropriate safety standards for an aircraft, aircraft engine, or propeller because of a novel or unusual design feature of the aircraft, aircraft engine or propeller, he prescribes special conditions and amendments thereto for the product. The special conditions are issued in accordance with Part 11 of this chapter and contain such safety standards for the aircraft, aircraft engine or propeller as the FAA finds necessary to establish a level of safety equivalent to that established in the regulations.

§ 21.19 Changes requiring a new type certificate.

Each person who proposes to change a product must apply for a new type certificate if the FAA finds that the proposed change in design, power, thrust, or weight is so extensive that a substantially complete investigation of compliance with the applicable regulations is required.

§ 21.20 Compliance with applicable requirements.

The applicant for a type certificate, including an amended or supplemental type certificate, must—

- (a) Show compliance with all applicable requirements and must provide the FAA the means by which such compliance has been shown; and
- (b) Provide a statement certifying that the applicant has complied with the applicable requirements.

Note: § 21.17 is covered in a separate ARSA Regulatory Compliance Training Question.

Question 1: *The FAA issues special conditions whenever it finds the regulations do contain adequate safety standards because of the discovery of a serious failure, malfunction, or defect.*

A: True.

B: False. § 21.16 states the agency issues special conditions when existing regulations are inadequate because of a novel or unusual design feature.

Question 2: *The FAA issues special conditions in accordance with the public rulemaking procedures of the Administrative Procedure Act (“APA”).*

A: True. § 21.16 states special conditions are issued in accordance with “Part 11 of this chapter”, which applies to the FAA’s issuance, amendment, or repeal of any regulation according to the APA.

B: False.

Question 3: *Each person proposing a change to a product must apply for a new type certificate even if the proposal has no appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the product.*

A: True.

B: False. Under § 21.19 a person must apply for a new type certificate only if the FAA finds the proposed change in design, power, thrust, or weight is so extensive as to require a complete compliance investigation.

Question 4: *Each person applying for a type certificate must show compliance with all applicable requirements and provide the FAA the means by which compliance has been shown.*

A: True. § 21.20 requires this showing as well as requiring the applicant to provide a statement certifying compliance.

B: False.

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§ 21.17 Designation of applicable regulations.

- (a) Except as provided in §§ 25.2, 27.2, and 29.2 of this subchapter, and in parts 26, 34, 36, and 38 of this subchapter, an applicant for a type certificate must show that the aircraft, aircraft engine, or propeller concerned meets—
- (1) The applicable requirements of this subchapter that are effective on the date of application for that certificate unless—
 - (i) Otherwise specified by the FAA; or
 - (ii) Compliance with later effective amendments is elected or required under this section; and
 - (2) Any special conditions prescribed by the FAA.
- (b) For special classes of aircraft, including the engines and propellers installed thereon (e.g., gliders, airships, and other nonconventional aircraft), for which airworthiness standards have not been issued under this subchapter, the applicable requirements will be the portions of those other airworthiness requirements contained in Parts 23, 25, 27, 29, 31, 33, and 35 found by the FAA to be appropriate for the aircraft and applicable to a specific type design, or such airworthiness criteria as the FAA may find provide an equivalent level of safety to those parts.
- (c) An application for type certification of a transport category aircraft is effective for 5 years and an application for any other type certificate is effective for 3 years, unless an applicant shows at the time of application that his product requires a longer period of time for design, development, and testing, and the FAA approves a longer period.
- (d) In a case where a type certificate has not been issued, or it is clear that a type certificate will not be issued, within the time limit established under paragraph (c) of this section, the applicant may—
- (1) File a new application for a type certificate and comply with all the provisions of paragraph (a) of this section applicable to an original application; or
 - (2) File for an extension of the original application and comply with the applicable airworthiness requirements of this subchapter that were effective on a date, to be selected by the applicant, not earlier than the date which precedes the date of issue of the type certificate by the time limit established under paragraph (c) of this section for the original application.
- (e) If an applicant elects to comply with an amendment to this subchapter that is effective after the filing of the application for a type certificate, he must also comply with any other amendment that the FAA finds is directly related.
- (f) For primary category aircraft, the requirements are:
- (1) The applicable airworthiness requirements contained in parts 23, 27, 31, 33, and 35 of this subchapter, or such other airworthiness criteria as the FAA may find appropriate and applicable to the specific design and intended use and provide a level of safety acceptable to the FAA.
 - (2) The noise standards of part 36 applicable to primary category aircraft.

Question 1: *An applicant for a type certificate must show the product concerned meets the applicable airworthiness requirements effective on the date of application unless otherwise specified by the FAA.*

A: True.
B: False.

Question 2: *An application for type certification of a transport category aircraft is effective for five (5) years.*

A: True.
B: False.

Question 3: *If an applicant files an application extension, it must still show the product meets the applicable airworthiness requirements effective on the date of the original application.*

A: True.
B: False.

Question 4: *An applicant may elect to comply with an amendment effective after the filing of its initial application.*

A: True.
B: False.

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§ 21.17 Designation of applicable regulations.

- (a) Except as provided in §§ 25.2, 27.2, and 29.2 of this subchapter, and in parts 26, 34, 36, and 38 of this subchapter, an applicant for a type certificate must show that the aircraft, aircraft engine, or propeller concerned meets—
 - (1) The applicable requirements of this subchapter that are effective on the date of application for that certificate unless—
 - (i) Otherwise specified by the FAA; or
 - (ii) Compliance with later effective amendments is elected or required under this section; and
 - (2) Any special conditions prescribed by the FAA.
- (b) For special classes of aircraft, including the engines and propellers installed thereon (e.g., gliders, airships, and other nonconventional aircraft), for which airworthiness standards have not been issued under this subchapter, the applicable requirements will be the portions of those other airworthiness requirements contained in Parts 23, 25, 27, 29, 31, 33, and 35 found by the FAA to be appropriate for the aircraft and applicable to a specific type design, or such airworthiness criteria as the FAA may find provide an equivalent level of safety to those parts.
- (c) An application for type certification of a transport category aircraft is effective for 5 years and an application for any other type certificate is effective for 3 years, unless an applicant shows at the time of application that his product requires a longer period of time for design, development, and testing, and the FAA approves a longer period.
- (d) In a case where a type certificate has not been issued, or it is clear that a type certificate will not be issued, within the time limit established under paragraph (c) of this section, the applicant may—
 - (1) File a new application for a type certificate and comply with all the provisions of paragraph (a) of this section applicable to an original application; or
 - (2) File for an extension of the original application and comply with the applicable airworthiness requirements of this subchapter that were effective on a date, to be selected by the applicant, not earlier than the date which precedes the date of issue of the type certificate by the time limit established under paragraph (c) of this section for the original application.
- (e) If an applicant elects to comply with an amendment to this subchapter that is effective after the filing of the application for a type certificate, he must also comply with any other amendment that the FAA finds is directly related.
- (f) For primary category aircraft, the requirements are:
 - (1) The applicable airworthiness requirements contained in parts 23, 27, 31, 33, and 35 of this subchapter, or such other airworthiness criteria as the FAA may find appropriate and applicable to the specific design and intended use and provide a level of safety acceptable to the FAA.
 - (2) The noise standards of part 36 applicable to primary category aircraft.

Question 1: *An applicant for a type certificate must show the product concerned meets the applicable airworthiness requirements effective on the date of application unless otherwise specified by the FAA.*

A: True. See § 21.17(a).

B: False.

Question 2: *An application for type certification of a transport category aircraft is effective for five (5) years.*

A: True. See § 21.17(c).

B: False.

Question 3: *If an applicant files an application extension, it must still show the product meets the applicable airworthiness requirements effective on the date of the original application.*

A: True.

B: False. Under § 21.17(d)(2), the applicant filing an extension may select a compliance date not earlier than that which precedes the date of issue of the type certificate by the time limit established under paragraph (c) for the original application.

Question 4: *An applicant may elect to comply with an amendment effective after the filing of its initial application.*

A: True. But § 21.17(e) requires an applicant doing so must also comply with any other amendment the FAA finds is directly related.

B: False.

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Part 21: Certification Procedures for Products and Articles **Level 1:** For anyone working in aviation

§ 21.21 Issue of type certificate: normal, utility, acrobatic, commuter, and transport category aircraft; manned free balloons; special classes of aircraft; aircraft engines; propellers.

An applicant is entitled to a type certificate for an aircraft in the normal, utility, acrobatic, commuter, or transport category, or for a manned free balloon, special class of aircraft, or an aircraft engine or propeller, if—

- (a) The product qualifies under § 21.27; or
- (b) The applicant submits the type design, test reports, and computations necessary to show that the product to be certificated meets the applicable airworthiness, aircraft noise, fuel venting, exhaust emission, and fuel efficiency requirements of this subchapter and any special conditions prescribed by the FAA, and the FAA finds—
 - (1) Upon examination of the type design, and after completing all tests and inspections, that the type design and the product meet the applicable noise, fuel venting, emissions, and fuel efficiency requirements of this subchapter, and further finds that they meet the applicable airworthiness requirements of this subchapter or that any airworthiness provisions not complied with are compensated for by factors that provide an equivalent level of safety; and
 - (2) For an aircraft, that no feature or characteristic makes it unsafe for the category in which certification is requested.

§ 21.27 Issue of type certificate: surplus aircraft of the Armed Forces.

- (a) Except as provided in [paragraph \(b\)](#) of this section an applicant is entitled to a type certificate for an aircraft in the normal, utility, acrobatic, commuter, or transport category that was designed and constructed in the United States, accepted for operational use, and declared surplus by, an Armed Force of the United States, and that is shown to comply with the applicable certification requirements in [paragraph \(f\)](#) of this section

[Note: § 21.27(a) is provided on this sheet for reference and understanding of § 21.21(a). To see all TC requirements for surplus aircraft of the armed forces, go to § 21.27.]

Question 1: *An applicant is entitled to a type certificate for an aircraft declared surplus by an Armed Force of the United States if the product is shown to comply with § 21.27(f).*

- A: True.
- B: False.

Question 2: *An applicant is entitled to a type certificate for a product if it submits a type design and also test reports and computations necessary to show that product meets all applicable requirements.*

- A: True.
- B: False.

Question 3: *An applicant is not entitled to a type certificate if it does not strictly comply with all applicable airworthiness requirements.*

- A: True.
- B: False.

Question 4: *An applicant is not entitled to a certificate if a feature or characteristic of an aircraft would make it unsafe for the category in which certification is requested.*

- A: True.
- B: False.

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Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.21 Issue of type certificate: normal, utility, acrobatic, commuter, and transport category aircraft; manned free balloons; special classes of aircraft; aircraft engines; propellers.

An applicant is entitled to a type certificate for an aircraft in the normal, utility, acrobatic, commuter, or transport category, or for a manned free balloon, special class of aircraft, or an aircraft engine or propeller, if—

- (a) The product qualifies under § 21.27; or
- (b) The applicant submits the type design, test reports, and computations necessary to show that the product to be certificated meets the applicable airworthiness, aircraft noise, fuel venting, exhaust emission, and fuel efficiency requirements of this subchapter and any special conditions prescribed by the FAA, and the FAA finds—
 - (1) Upon examination of the type design, and after completing all tests and inspections, that the type design and the product meet the applicable noise, fuel venting, emissions, and fuel efficiency requirements of this subchapter, and further finds that they meet the applicable airworthiness requirements of this subchapter or that any airworthiness provisions not complied with are compensated for by factors that provide an equivalent level of safety; and
 - (2) For an aircraft, that no feature or characteristic makes it unsafe for the category in which certification is requested.

§ 21.27 Issue of type certificate: surplus aircraft of the Armed Forces.

- (a) Except as provided in [paragraph \(b\)](#) of this section an applicant is entitled to a type certificate for an aircraft in the normal, utility, acrobatic, commuter, or transport category that was designed and constructed in the United States, accepted for operational use, and declared surplus by, an Armed Force of the United States, and that is shown to comply with the applicable certification requirements in [paragraph \(f\)](#) of this section

[Note: § 21.27(a) is provided on this sheet for reference and understanding of § 21.21(a). To see all TC requirements for surplus aircraft of the armed forces, go to § 21.27.]

Question 1: *An applicant is entitled to a type certificate for an aircraft declared surplus by an Armed Force of the United States if the product is shown to comply with § 21.27(f).*

A: True. See § 21.21(a).

B: False.

Question 3: *An applicant is not entitled to a type certificate if it does not strictly comply with all applicable airworthiness requirements.*

A: True.

B: False. § 21.21(b)(1) allows applicants to show that any airworthiness provisions not complied with are compensated for by factors that provide an equivalent level of safety.

Question 2: *An applicant is entitled to a type certificate for a product if it submits a type design and also test reports and computations necessary to show that product meets all applicable requirements.*

A: True. See § 21.21(a).

B: False.

Question 4: *An applicant is not entitled to a certificate if a feature or characteristic of an aircraft would make it unsafe for the category in which certification is requested.*

A: True.

B: False. § 21.21(b)(1) allows applicants to show that any airworthiness provisions not complied with are compensated for by factors that provide an equivalent level of safety.

ARSA Regulatory Compliance Training—Questions

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§ 21.24 Issuance of type certificate: primary category aircraft.

- (a) The applicant is entitled to a type certificate for an aircraft in the primary category if—
- (1) The aircraft—
 - (i) Is unpowered; is an airplane powered by a single, naturally aspirated engine with a 61-knot or less V_{so} stall speed as determined under [part 23 of this chapter](#); or is a rotorcraft with a 6-pound per square foot main rotor disc loading limitation, under sea level standard day conditions;
 - (ii) Weighs not more than 2,700 pounds; or, for seaplanes, not more than 3,375 pounds;
 - (iii) Has a maximum seating capacity of not more than four persons, including the pilot; and
 - (iv) Has an unpressurized cabin.
 - (2) The applicant has submitted—
 - (i) Except as provided by paragraph (c) of this section, a statement, in a form and manner acceptable to the FAA, certifying that: the applicant has completed the engineering analysis necessary to demonstrate compliance with the applicable airworthiness requirements; the applicant has conducted appropriate flight, structural, propulsion, and systems tests necessary to show that the aircraft, its components, and its equipment are reliable and function properly; the type design complies with the airworthiness standards and noise requirements established for the aircraft under § 21.17(f); and no feature or characteristic makes it unsafe for its intended use;
 - (ii) The flight manual required by § 21.5(b), including any information required to be furnished by the applicable airworthiness standards;
 - (iii) Instructions for continued airworthiness in accordance with § 21.50(b); and
 - (iv) A report that: summarizes how compliance with each provision of the type certification basis was determined; lists the specific documents in which the type certification data information is provided; lists all necessary drawings and documents used to define the type design; and lists all the engineering reports on tests and computations that the applicant must retain and make available under § 21.49 to substantiate compliance with the applicable airworthiness standards.
 - (3) The FAA finds that—
 - (i) The aircraft complies with those applicable airworthiness requirements approved under § 21.17(f) of this part; and
 - (ii) The aircraft has no feature or characteristic that makes it unsafe for its intended use.
- (b) An applicant may include a special inspection and preventive maintenance program as part of the aircraft's type design or supplemental type design.
- (c) For aircraft manufactured outside of the United States in a country with which the United States has a bilateral airworthiness agreement for the acceptance of these aircraft, and from which the aircraft is to be imported into the United States—
- (1) The statement required by [paragraph \(a\)\(2\)\(i\)](#) of this section must be made by the civil airworthiness authority of the exporting country; and
 - (2) The required manuals, placards, listings, instrument markings, and documents required by [paragraphs \(a\)](#) and [\(b\)](#) of this section must be submitted in English.

Question 1: An application for a type certificate for a primary category aircraft need not consider maintenance needs of that aircraft.

A: True.
B: False.

Question 2: An applicant may submit any aircraft for a primary category type certificate.

A: True.
B: False.

Question 3: An applicant may include a special inspection and preventive maintenance program as part of a primary category aircraft's type design.

A: True.
B: False.

Question 4: For aircraft manufactured in a U.S. bilateral partner country, the engineering analysis statement required by § 21.24(a)(2)(i) must be made by the CAA of the exporting country.

A: True.
B: False.

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§ 21.24 Issuance of type certificate: primary category aircraft.

- (a) The applicant is entitled to a type certificate for an aircraft in the primary category if—
 - (1) The aircraft—
 - (i) Is unpowered; is an airplane powered by a single, naturally aspirated engine with a 61-knot or less V_{SO} stall speed as determined under [part 23 of this chapter](#); or is a rotorcraft with a 6-pound per square foot main rotor disc loading limitation, under sea level standard day conditions;
 - (ii) Weighs not more than 2,700 pounds; or, for seaplanes, not more than 3,375 pounds;
 - (iii) Has a maximum seating capacity of not more than four persons, including the pilot; and
 - (iv) Has an unpressurized cabin.
 - (2) The applicant has submitted—
 - (i) Except as provided by paragraph (c) of this section, a statement, in a form and manner acceptable to the FAA, certifying that: the applicant has completed the engineering analysis necessary to demonstrate compliance with the applicable airworthiness requirements; the applicant has conducted appropriate flight, structural, propulsion, and systems tests necessary to show that the aircraft, its components, and its equipment are reliable and function properly; the type design complies with the airworthiness standards and noise requirements established for the aircraft under § 21.17(f); and no feature or characteristic makes it unsafe for its intended use;
 - (ii) The flight manual required by § 21.5(b), including any information required to be furnished by the applicable airworthiness standards;
 - (iii) Instructions for continued airworthiness in accordance with § 21.50(b); and
 - (iv) A report that: summarizes how compliance with each provision of the type certification basis was determined; lists the specific documents in which the type certification data information is provided; lists all necessary drawings and documents used to define the type design; and lists all the engineering reports on tests and computations that the applicant must retain and make available under § 21.49 to substantiate compliance with the applicable airworthiness standards.
 - (3) The FAA finds that—
 - (i) The aircraft complies with those applicable airworthiness requirements approved under § 21.17(f) of this part; and
 - (ii) The aircraft has no feature or characteristic that makes it unsafe for its intended use.
- (b) An applicant may include a special inspection and preventive maintenance program as part of the aircraft's type design or supplemental type design.
- (c) For aircraft manufactured outside of the United States in a country with which the United States has a bilateral airworthiness agreement for the acceptance of these aircraft, and from which the aircraft is to be imported into the United States—
 - (1) The statement required by [paragraph \(a\)\(2\)\(i\)](#) of this section must be made by the civil airworthiness authority of the exporting country; and
 - (2) The required manuals, placards, listings, instrument markings, and documents required by [paragraphs \(a\)](#) and [\(b\)](#) of this section must be submitted in English.

Question 1: An application for a type certificate for a primary category aircraft need not consider maintenance needs of that aircraft.

A: True.

B: False. § 21.24(a)(2)(iii) requires the applicant submit instructions for continued airworthiness in accordance with § 21.50(b).

Question 2: An applicant may submit any aircraft for a primary category type certificate.

A: True.

B: False. § 21.24(a)(1) sets maximum standards for power, weight, and seating capacity and excludes aircraft with pressurized cabins.

Question 3: An applicant may include a special inspection and preventive maintenance program as part of a primary category aircraft's type design.

A: True. See § 21.24(b).

B: False.

Question 4: For aircraft manufactured in a U.S. bilateral partner country, the engineering analysis statement required by § 21.24(a)(2)(i) must be made by the CAA of the exporting country.

A: True. See § 21.24(c)(1).

B: False.

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles **Level 1:** For anyone working in aviation

§ 21.25 Issue of type certificate: Restricted category aircraft.

- (a) An applicant is entitled to a type certificate for an aircraft in the restricted category for special purpose operations if he shows compliance with the applicable noise requirements of [Part 36 of this chapter](#), and if he shows that no feature or characteristic of the aircraft makes it unsafe when it is operated under the limitations prescribed for its intended use, and that the aircraft—
- (1) Meets the airworthiness requirements of an aircraft category except those requirements that the FAA finds inappropriate for the special purpose for which the aircraft is to be used; or
 - (2) Is of a type that has been manufactured in accordance with the requirements of and accepted for use by, an Armed Force of the United States and has been later modified for a special purpose.
- (b) For the purposes of this section, “special purpose operations” includes—
- (1) Agricultural (spraying, dusting, and seeding, and livestock and predatory animal control);
 - (2) Forest and wildlife conservation;
 - (3) Aerial surveying (photography, mapping, and oil and mineral exploration);
 - (4) Patrolling (pipelines, power lines, and canals);
 - (5) Weather control (cloud seeding);
 - (6) Aerial advertising (skywriting, banner towing, airborne signs and public address systems); and
 - (7) Any other operation specified by the FAA.

Question 1: *An applicant is entitled to a restricted category type certificate for special purpose operations for an aircraft that meets the airworthiness requirements of an aircraft category except those the FAA finds inappropriate.*

- A: True.
B: False.

Question 2: *An applicant is entitled to a restricted category type certificate for an aircraft of a type manufactured in accordance with the requirements of an Armed Force.*

- A: True.
B: False.

Question 3: *A restricted category type certificate special purpose operation may be to add particles to a cloud to increase participation.*

- A: True.
B: False.

Question 4: *“Special purpose operations” are only those specifically listed under § 21.25(b).*

- A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.25 Issue of type certificate: Restricted category aircraft.

- (a) An applicant is entitled to a type certificate for an aircraft in the restricted category for special purpose operations if he shows compliance with the applicable noise requirements of [Part 36 of this chapter](#), and if he shows that no feature or characteristic of the aircraft makes it unsafe when it is operated under the limitations prescribed for its intended use, and that the aircraft—
 - (1) Meets the airworthiness requirements of an aircraft category except those requirements that the FAA finds inappropriate for the special purpose for which the aircraft is to be used; or
 - (2) Is of a type that has been manufactured in accordance with the requirements of and accepted for use by, an Armed Force of the United States and has been later modified for a special purpose.
- (b) For the purposes of this section, “special purpose operations” includes—
 - (1) Agricultural (spraying, dusting, and seeding, and livestock and predatory animal control);
 - (2) Forest and wildlife conservation;
 - (3) Aerial surveying (photography, mapping, and oil and mineral exploration);
 - (4) Patrolling (pipelines, power lines, and canals);
 - (5) Weather control (cloud seeding);
 - (6) Aerial advertising (skywriting, banner towing, airborne signs and public address systems); and
 - (7) Any other operation specified by the FAA.

Question 1: An applicant is entitled to a restricted category type certificate for special purpose operations for an aircraft that meets the airworthiness requirements of an aircraft category except those the FAA finds inappropriate.

- A: True. § 21.25(a)(1) describes an aircraft meeting the requirements of an aircraft category except for those found by the FAA to be inappropriate for the special purpose.
- B: False.

Question 2: An applicant is entitled to a restricted category type certificate for an aircraft of a type manufactured in accordance with the requirements of an Armed Force.

- A: True.
- B: False. § 21.25(a)(2) requires that the aircraft also have been accepted by an Armed Force of the United States, and may require modifications to accomplish a special purpose.

Question 3: A restricted category type certificate special purpose operation may be to add particles to a cloud to increase participation.

- A: True. “Weather control (cloud seeding)” is a “special purpose operation” under this § 21.25(b)(5).
- B: False.

Question 4: “Special purpose operations” are only those specifically listed under § 21.25(b).

- A: True.
- B: False. § 21.25(b)(7) allows the FAA to specify operations other than those listed in §§ 21.25(b)(1) through (6).

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles **Level 1:** For anyone working in aviation

§ 21.27 Issue of type certificate: surplus aircraft of the Armed Forces.

- (a) Except as provided in [paragraph \(b\)](#) of this section an applicant is entitled to a type certificate for an aircraft in the normal, utility, acrobatic, commuter, or transport category that was designed and constructed in the United States, accepted for operational use, and declared surplus by, an Armed Force of the United States, and that is shown to comply with the applicable certification requirements in [paragraph \(f\)](#) of this section.
- (b) An applicant is entitled to a type certificate for a surplus aircraft of the Armed Forces of the United States that is a counterpart of a previously type certificated civil aircraft, if he shows compliance with the regulations governing the original civil aircraft type certificate.
- (c) Aircraft engines, propellers, and their related accessories installed in surplus Armed Forces aircraft, for which a type certificate is sought under this section, will be approved for use on those aircraft if the applicant shows that on the basis of the previous military qualifications, acceptance, and service record, the product provides substantially the same level of airworthiness as would be provided if the engines or propellers were type certificated under [Part 33](#) or [35 of this subchapter](#).
- (d) The FAA may relieve an applicant from strict compliance with a specific provision of the applicable requirements in [paragraph \(f\)](#) of this section, if the FAA finds that the method of compliance proposed by the applicant provides substantially the same level of airworthiness and that strict compliance with those regulations would impose a severe burden on the applicant. The FAA may use experience that was satisfactory to an Armed Force of the United States in making such a determination.
- (e) The FAA may require an applicant to comply with special conditions and later requirements than those in [paragraphs \(c\)](#) and [\(f\)](#) of this section, if the FAA finds that compliance with the listed regulations would not ensure an adequate level of airworthiness for the aircraft.

Except as provided in [paragraphs \(b\)](#) through [\(e\)](#) of this section, an applicant for a type certificate under this section must comply with the appropriate regulations listed in the following table: [see “reference” on page 3].

Question 1: *An applicant is entitled to a type certificate for any aircraft declared surplus by an Armed Force of the United States after being accepted for operational use.*

A: True.
B: False.

Question 2: *An applicant is entitled to a type certificate for an aircraft engine installed in a surplus Armed Forces aircraft if it shows the product strictly complies with part [33](#) or [35](#).*

A: True.
B: False.

Question 3: *The FAA may relieve an applicant from strict compliance of applicable airworthiness requirements whenever it finds a proposed method compliance provides substantially the same level of airworthiness.*

A: True.
B: False.

Question 4: *If the FAA finds that allowing compliance with the listed regulations imposes a severe burden on the agency, it may require compliance with special conditions or later requirements.*

A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.27 Issue of type certificate: surplus aircraft of the Armed Forces.

- (a) Except as provided in [paragraph \(b\)](#) of this section an applicant is entitled to a type certificate for an aircraft in the normal, utility, acrobatic, commuter, or transport category that was designed and constructed in the United States, accepted for operational use, and declared surplus by, an Armed Force of the United States, and that is shown to comply with the applicable certification requirements in [paragraph \(f\)](#) of this section.
- (b) An applicant is entitled to a type certificate for a surplus aircraft of the Armed Forces of the United States that is a counterpart of a previously type certificated civil aircraft, if he shows compliance with the regulations governing the original civil aircraft type certificate.
- (c) Aircraft engines, propellers, and their related accessories installed in surplus Armed Forces aircraft, for which a type certificate is sought under this section, will be approved for use on those aircraft if the applicant shows that on the basis of the previous military qualifications, acceptance, and service record, the product provides substantially the same level of airworthiness as would be provided if the engines or propellers were type certificated under [Part 33](#) or [35 of this subchapter](#).
- (d) The FAA may relieve an applicant from strict compliance with a specific provision of the applicable requirements in [paragraph \(f\)](#) of this section, if the FAA finds that the method of compliance proposed by the applicant provides substantially the same level of airworthiness and that strict compliance with those regulations would impose a severe burden on the applicant. The FAA may use experience that was satisfactory to an Armed Force of the United States in making such a determination.
- (e) The FAA may require an applicant to comply with special conditions and later requirements than those in [paragraphs \(c\)](#) and [\(f\)](#) of this section, if the FAA finds that compliance with the listed regulations would not ensure an adequate level of airworthiness for the aircraft.
- (f) Except as provided in [paragraphs \(b\)](#) through [\(e\)](#) of this section, an applicant for a type certificate under this section must comply with the appropriate regulations listed in the following table: [see “reference” on page 3].

Question 1: *An applicant is entitled to a type certificate for any aircraft declared surplus by an Armed Force of the United States after being accepted for operational use.*

A: True.

B: **False.** § 21.27(a) requires the aircraft to have been designed and constructed in the United States.

Question 2: *An applicant is entitled to a type certificate for an aircraft engine installed in a surplus Armed Forces aircraft if it shows the product strictly complies with part 33 or 35.*

A: True.

B: **False.** § 21.27(c) allows applicants to show, based on previous military qualifications, acceptance, and service record, the product provides substantially the same level of airworthiness as provided by type certification under part [33](#) or [35](#).

Question 3: *The FAA may relieve an applicant from strict compliance of applicable airworthiness requirements whenever it finds a proposed method compliance provides substantially the same level of airworthiness.*

A: True.

B: **False.** § 21.27(d) also requires determination that complying with the applicable regulations would impose a severe burden on the applicant.

Question 4: *If the FAA finds that allowing compliance with the listed regulations imposes a severe burden on the agency, it may require compliance with special conditions or later requirements.*

A: True.

B: **False.** § 21.27(e) allows the FAA to impose special conditions or later requirements when it finds that compliance with the listed regulations will not ensure an adequate level of airworthiness for the aircraft.

ARSA Regulatory Compliance Training—Reference

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.27 Issue of type certificate: surplus aircraft of the Armed Forces.

(f) Except as provided in [paragraphs \(b\)](#) through [\(e\)](#) of this section, an applicant for a type certificate under this section must comply with the appropriate regulations listed in the following table:

Type of Aircraft	Date accepted for operational use by the Armed Forces of the United States	Regulations that apply ¹
Small reciprocating-engine powered airplanes	Before May 16, 1956 After May 15, 1956	CAR Part 3, as effective May 15, 1956. CAR Part 3, or 14 CFR Part 23 .
Small turbine engine-powered airplanes	Before Oct. 2, 1959 After Oct. 1, 1959	CAR Part 3, as effective Oct. 1, 1959. CAR Part 3 or 14 CFR Part 23 .
Commuter category airplanes	After (Feb. 17, 1987) FAR Part 23 as of (Feb. 17, 1987).	
Large reciprocating-engine powered airplanes	Before Aug. 26, 1955 After Aug. 25, 1955	CAR Part 4b, as effective Aug. 25, 1955. CAR Part 4b or 14 CFR Part 25 .
Large turbine engine-powered airplanes	Before Oct. 2, 1959 After Oct. 1, 1959	CAR Part 4b, as effective Oct. 1, 1959. CAR Part 4b or 14 CFR Part 25 .

Rotorcraft with maximum certificated takeoff weight of:

6,000 pounds or less	Before Oct. 2, 1959 After Oct. 1, 1959	CAR Part 6, as effective Oct. 1, 1959. CAR Part 6, or 14 CFR Part 27 .
Over 6,000 pounds	Before Oct. 2, 1959 After Oct. 1, 1959	CAR Part 7, as effective Oct. 1, 1959. CAR Part 7, or 14 CFR Part 29 .

¹Where no specific date is listed, the applicable regulations are those in effect on the date that the first aircraft of the particular model was accepted for operational use by the Armed Forces.

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles **Level 1:** For anyone working in aviation

§ 21.29 Issue of type certificate: import products.

(a) The FAA may issue a type certificate for a product that is manufactured in a foreign country or jurisdiction with which the United States has an agreement for the acceptance of these products for export and import and that is to be imported into the United States if—

(1) The applicable State of Design certifies that the product has been examined, tested, and found to meet—

(i) The applicable aircraft noise, fuel venting, exhaust emissions, and fuel efficiency requirements of this subchapter as designated in [§ 21.17](#), or the applicable aircraft noise, fuel venting, exhaust emissions, and fuel efficiency requirements of the State of Design, and any other requirements the FAA may prescribe to provide noise, fuel venting, exhaust emission, and fuel efficiency levels no greater than those provided by the applicable aircraft noise, fuel venting, exhaust emissions, and fuel efficiency requirements of this subchapter as designated in [§ 21.17](#); and

(ii) The applicable airworthiness requirements of this subchapter as designated in [§ 21.17](#), or the applicable airworthiness requirements of the State of Design and any other requirements the FAA may prescribe to provide a level of safety equivalent to that provided by the applicable airworthiness requirements of this subchapter as designated in [§ 21.17](#);

(2) The applicant has provided technical data to show the product meets the requirements of [paragraph \(a\)\(1\)](#) of this section; and

(3) The manuals, placards, listings, and instrument markings required by the applicable airworthiness (and noise, where applicable) requirements are presented in the English language.

(b) A product type certificated under this section is determined to be compliant with the fuel venting and exhaust emission standards of [part 34 of this subchapter](#), the noise standards of [part 36 of this subchapter](#), and the fuel efficiency requirements of [part 38 of this subchapter](#). Compliance with [parts 34, 36, and 38 of this subchapter](#) is certified under [paragraph \(a\)\(1\)\(i\)](#) of this section, and the applicable airworthiness standards of this subchapter, or an equivalent level of safety, with which compliance is certified under [paragraph \(a\)\(1\)\(ii\)](#) of this section.

Question 1: The FAA may issue a type certificate for a product manufactured in any foreign country.

- A: True.
B: False.

Question 3: For the FAA to issue a type certificate for a foreign product, all manuals, placards, listings, and instrument markings must be in English.

- A: True.
B: False.

Question 2: For the FAA to issue a type certificate for a foreign product, the applicable State of Design must certify the product meets requirements equivalent to [§ 21.17](#).

- A: True.
B: False.

Question 4: When the FAA issues a type certificate to a foreign-manufactured product under [§ 21.29](#), it certifies compliance with the fuel venting, exhaust emission, noise, and fuel efficiency standards of 14 CFR, subchapter [C](#).

- A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.29 Issue of type certificate: import products.

(a) The FAA may issue a type certificate for a product that is manufactured in a foreign country or jurisdiction with which the United States has an agreement for the acceptance of these products for export and import and that is to be imported into the United States if—

(1) The applicable State of Design certifies that the product has been examined, tested, and found to meet—

(i) The applicable aircraft noise, fuel venting, exhaust emissions, and fuel efficiency requirements of this subchapter as designated in § 21.17, or the applicable aircraft noise, fuel venting, exhaust emissions, and fuel efficiency requirements of the State of Design, and any other requirements the FAA may prescribe to provide noise, fuel venting, exhaust emission, and fuel efficiency levels no greater than those provided by the applicable aircraft noise, fuel venting, exhaust emissions, and fuel efficiency requirements of this subchapter as designated in § 21.17; and

(ii) The applicable airworthiness requirements of this subchapter as designated in § 21.17, or the applicable airworthiness requirements of the State of Design and any other requirements the FAA may prescribe to provide a level of safety equivalent to that provided by the applicable airworthiness requirements of this subchapter as designated in § 21.17;

(2) The applicant has provided technical data to show the product meets the requirements of paragraph (a)(1) of this section; and

(3) The manuals, placards, listings, and instrument markings required by the applicable airworthiness (and noise, where applicable) requirements are presented in the English language.

(b) A product type certificated under this section is determined to be compliant with the fuel venting and exhaust emission standards of part 34 of this subchapter, the noise standards of part 36 of this subchapter, and the fuel efficiency requirements of part 38 of this subchapter. Compliance with parts 34, 36, and 38 of this subchapter is certified under paragraph (a)(1)(i) of this section, and the applicable airworthiness standards of this subchapter, or an equivalent level of safety, with which compliance is certified under paragraph (a)(1)(ii) of this section.

Question 1: The FAA may issue a type certificate for a product manufactured in any foreign country.

A: True.

B: False. § 21.29(a) allows the agency issue type certificates for products manufactured in foreign jurisdictions with which the U.S. has an import/export agreement.

Question 3: For the FAA to issue a type certificate for a foreign product, all manuals, placards, listings, and instrument markings must be in English.

A: True.

B: False. § 21.29(a)(3) directs that those manuals, placards, listings, and instrument markings required by applicable airworthiness and noise requirements.

Question 2: For the FAA to issue a type certificate for a foreign product, the applicable State of Design must certify the product meets requirements equivalent to § 21.17.

A: True. §§ 21.29(a)(1) requires the State of Design certify compliance with § 21.17 or that state's own requirements plus any others prescribed by the FAA to ensure levels at least equivalent to the requirements of the U.S. rules.

B: False.

Question 4: When the FAA issues a type certificate to a foreign-manufactured product under § 21.29, it certifies compliance with the fuel venting, exhaust emission, noise, and fuel efficiency standards of 14 CFR, subchapter C.

A: True. See § 21.29(b).

B: False.

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles **Level 1:** For anyone working in aviation

§ 21.31 Type design.

The type design consists of—

- (a) The drawings and specifications, and a listing of those drawings and specifications, necessary to define the configuration and the design features of the product shown to comply with the requirements of that part of this subchapter applicable to the product;
- (b) Information on dimensions, materials, and processes necessary to define the structural strength of the product;
- (c) The Airworthiness Limitations section of the Instructions for Continued Airworthiness as required by [parts 23, 25, 26, 27, 29, 31, 33](#) and [35 of this subchapter](#), or as otherwise required by the FAA; and as specified in the applicable airworthiness criteria for special classes of aircraft defined in [§ 21.17\(b\)](#); and
- (d) For primary category aircraft, if desired, a special inspection and preventive maintenance program designed to be accomplished by an appropriately rated and trained pilot-owner.
- (e) Any other data necessary to allow, by comparison, the determination of the airworthiness, noise characteristics, fuel efficiency, fuel venting, and exhaust emissions (where applicable) of later products of the same type.

Question 1: All drawings and specifications associated with the product are included in the type design.

- A: True.
B: False.

Question 2: The type design includes information on dimensions, materials, and processes necessary to define weight, balance, performance, and other qualities affecting airworthiness of the product.

- A: True.
B: False.

Question 3: The type design includes the Airworthiness Limitations section of the Instructions for Continued Airworthiness.

- A: True.
B: False.

Question 4: The type design includes any data necessary to allow, by comparison, the determination of airworthiness of later products of the same type.

- A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.31 Type design.

The type design consists of—

- (a) The drawings and specifications, and a listing of those drawings and specifications, necessary to define the configuration and the design features of the product shown to comply with the requirements of that part of this subchapter applicable to the product;
- (b) Information on dimensions, materials, and processes necessary to define the structural strength of the product;
- (c) The Airworthiness Limitations section of the Instructions for Continued Airworthiness as required by [parts 23, 25, 26, 27, 29, 31, 33](#) and [35 of this subchapter](#), or as otherwise required by the FAA; and as specified in the applicable airworthiness criteria for special classes of aircraft defined in [§ 21.17\(b\)](#); and
- (d) For primary category aircraft, if desired, a special inspection and preventive maintenance program designed to be accomplished by an appropriately rated and trained pilot-owner.
- (e) Any other data necessary to allow, by comparison, the determination of the airworthiness, noise characteristics, fuel efficiency, fuel venting, and exhaust emissions (where applicable) of later products of the same type.

Question 1: *All drawings and specifications associated with the product are included in the type design.*

A: True.

B: False. § 21.31(a) includes in the type design the drawings and specifications necessary to define the configuration and design features of the product shown to comply with the applicable airworthiness standards.

Question 3: *The type design includes the Airworthiness Limitations section of the Instructions for Continued Airworthiness.*

A: True. See § 21.31(c).

B: False.

Question 2: *The type design includes information on dimensions, materials, and processes necessary to define weight, balance, performance, and other qualities affecting airworthiness of the product.*

A: True.

B: False. § 21.21(b) requires information on dimensions, materials, and processes necessary to define the structural strength of the product.

Question 4: *The type design includes any data necessary to allow, by comparison, the determination of airworthiness of later products of the same type.*

A: True. See § 21.31(d), which also includes noise characteristics, fuel efficiency, fuel venting, and exhaust emissions (where applicable).

B: False.

NOTE: *The literal interpretation of the plain language of the regulations provided in the answers to Questions 1 and 2 is, in reality, misleading. Every “configuration” and all “dimensions, materials, and processes” that are “essential” to obtaining and maintaining a type certificate is an element of the type design. Therefore, answering either A or B to both Questions 1 and 2 are acceptable. Maintenance providers must be fully aware of the technical requirements for every replacement part installed during maintenance and alteration activities for the article worked on to be returned to at least its original (or properly altered) condition.*

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles **Level 1:** For anyone working in aviation

§ 21.33 Inspection and tests.

- (a) Each applicant must allow the FAA to make any inspection and any flight and ground test necessary to determine compliance with the applicable requirements of this subchapter. However, unless otherwise authorized by the FAA—
- (1) No aircraft, aircraft engine, propeller, or part thereof may be presented to the FAA for test unless compliance with [paragraphs \(b\)\(2\)](#) through [\(b\)\(4\)](#) of this section has been shown for that aircraft, aircraft engine, propeller, or part thereof; and
 - (2) No change may be made to an aircraft, aircraft engine, propeller, or part thereof between the time that compliance with [paragraphs \(b\)\(2\)](#) through [\(b\)\(4\)](#) of this section is shown for that aircraft, aircraft engine, propeller, or part thereof and the time that it is presented to the FAA for test.
- (b) Each applicant must make all inspections and tests necessary to determine—
- (1) Compliance with the applicable airworthiness, aircraft noise, fuel venting, and exhaust emission requirements;
 - (2) That materials and products conform to the specifications in the type design;
 - (3) That parts of the products conform to the drawings in the type design; and
 - (4) That the manufacturing processes, construction and assembly conform to those specified in the type design.

Question 1: Applicants for a type certificate must allow the FAA to inspect/test a product for compliance before the applicant has performed any compliance inspection.

- A: True.
B: False.

Question 2: Applicants for a type certificate may make any changes to their product at any time up until it is presented to the FAA.

- A: True.
B: False.

Question 3: Applicants for a type certificate may present a product to the FAA for inspection/testing before having determined compliance with applicable airworthiness, aircraft noise, fuel venting, and exhaust emission requirements.

- A: True.
B: False.

Question 4: Applicants for a type certificate must make all inspections and tests necessary to determine that materials, parts, and the manufacturing processes, construction, and assembly conform to the type design before presenting the product to the FAA.

- A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.33 Inspection and tests.

- (a) Each applicant must allow the FAA to make any inspection and any flight and ground test necessary to determine compliance with the applicable requirements of this subchapter. However, unless otherwise authorized by the FAA—
- (1) No aircraft, aircraft engine, propeller, or part thereof may be presented to the FAA for test unless compliance with paragraphs (b)(2) through (b)(4) of this section has been shown for that aircraft, aircraft engine, propeller, or part thereof; and
 - (2) No change may be made to an aircraft, aircraft engine, propeller, or part thereof between the time that compliance with paragraphs (b)(2) through (b)(4) of this section is shown for that aircraft, aircraft engine, propeller, or part thereof and the time that it is presented to the FAA for test.
- (b) Each applicant must make all inspections and tests necessary to determine—
- (1) Compliance with the applicable airworthiness, aircraft noise, fuel venting, and exhaust emission requirements;
 - (2) That materials and products conform to the specifications in the type design;
 - (3) That parts of the products conform to the drawings in the type design; and
 - (4) That the manufacturing processes, construction and assembly conform to those specified in the type design.

Question 1: Applicants for a type certificate must allow the FAA to inspect/test a product for compliance before the applicant has performed any compliance inspection.

A: True.

B: False. § 21.33(a)(1) states that no product may be presented to the FAA before the applicant has made all inspections and tests necessary to determine conformance to specifications in the type design.

Question 2: Applicants for a type certificate may make any changes to their product at any time up until it is presented to the FAA.

A: True.

B: False. § 21.33(a)(2) prohibits applicants from making any changes between the time compliance with §§ 21.33(b)(2), (3), and (4) is determined and presentation to the FAA.

Question 3: Applicants for a type certificate may present a product to the FAA for inspection/testing before having determined compliance with applicable airworthiness, aircraft noise, fuel venting, and exhaust emission requirements.

A: True. Though applicants must make the inspections and tests required to determine compliance with §§ 21.33(a)(1) and (2), those sections do not require § 21.33(b)(1) inspection and testing be completed before presentation to the FAA.

B: False.

Question 4: Applicants for a type certificate must make all inspections and tests necessary to determine that materials, parts, and the manufacturing processes, construction, and assembly conform to the type design before presenting the product to the FAA.

A: True. See §§ 21.33(a)(1) and 21.33(b)(2), (3), and (4).

B: False.

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles **Level 1:** For anyone working in aviation

21.35 Flight Tests

- (a) Each applicant for an aircraft type certificate (other than under §§ 21.24 through 21.29) must make the tests listed in paragraph (b) of this section. Before making the tests the applicant must show—
- (1) Compliance with the applicable structural requirements of this subchapter;
 - (2) Completion of necessary ground inspections and tests;
 - (3) That the aircraft conforms with the type design; and
 - (4) That the FAA received a flight test report from the applicant (signed, in the case of aircraft to be certificated under Part 25 [New] of this chapter, by the applicant's test pilot) containing the results of his tests.
- (b) Upon showing compliance with paragraph (a) of this section, the applicant must make all flight tests that the FAA finds necessary—
- (1) To determine compliance with the applicable requirements of this subchapter; and
 - (2) For aircraft to be certificated under this subchapter, except gliders and low-speed, certification level 1 or 2 airplanes, as defined in part 23 of this chapter, to determine whether there is reasonable assurance that the aircraft, its components, and its equipment are reliable and function properly.
- (c) Each applicant must, if practicable, make the tests prescribed in paragraph (b)(2) of this section upon the aircraft that was used to show compliance with—
- (1) Paragraph (b)(1) of this section; and
 - (2) For rotorcraft, the rotor drive endurance tests prescribed in § 27.923 or § 29.923 of this chapter, as applicable.
- (d) Each applicant must show for each flight test (except in a glider or a manned free balloon) that adequate provision is made for the flight test crew for emergency egress and the use of parachutes.
- (e) Except in gliders and manned free balloons, an applicant must discontinue flight tests under this section until he shows that corrective action has been taken, whenever—
- (1) The applicant's test pilot is unable or unwilling to make any of the required flight tests; or
 - (2) Items of noncompliance with requirements are found that may make additional test data meaningless or that would make further testing unduly hazardous.
- (f) The flight tests prescribed in paragraph (b)(2) of this section must include—
- (1) For aircraft incorporating turbine engines of a type not previously used in a type certificated aircraft, at least 300 hours of operation with a full complement of engines that conform to a type certificate; and
 - (2) For all other aircraft, at least 150 hours of operation.

Question 1: Each applicant for any aircraft type certificate must make the tests listed in § 21.35(b).

- A: True.
B: False.

Question 2: The flight tests of § 21.35(b) require the applicant determine technical certainty the aircraft functions properly.

- A: True.
B: False.

Question 3: An applicant must discontinue flight tests if any items of non-compliance are found.

- A: True.
B: False.

Question 4: Flight tests prescribed in § 21.35(b) must include a minimum of 150 hours of operation.

- A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

21.35 Flight Tests

- (a) Each applicant for an aircraft type certificate (other than under §§ 21.24 through 21.29) must make the tests listed in paragraph (b) of this section. Before making the tests the applicant must show—
- (1) Compliance with the applicable structural requirements of this subchapter;
 - (2) Completion of necessary ground inspections and tests;
 - (3) That the aircraft conforms with the type design; and
 - (4) That the FAA received a flight test report from the applicant (signed, in the case of aircraft to be certificated under Part 25 [New] of this chapter, by the applicant's test pilot) containing the results of his tests.
- (b) Upon showing compliance with paragraph (a) of this section, the applicant must make all flight tests that the FAA finds necessary—
- (1) To determine compliance with the applicable requirements of this subchapter; and
 - (2) For aircraft to be certificated under this subchapter, except gliders and low-speed, certification level 1 or 2 airplanes, as defined in part 23 of this chapter, to determine whether there is reasonable assurance that the aircraft, its components, and its equipment are reliable and function properly.
- (c) Each applicant must, if practicable, make the tests prescribed in paragraph (b)(2) of this section upon the aircraft that was used to show compliance with—
- (1) Paragraph (b)(1) of this section; and
 - (2) For rotorcraft, the rotor drive endurance tests prescribed in § 27.923 or § 29.923 of this chapter, as applicable.
- (d) Each applicant must show for each flight test (except in a glider or a manned free balloon) that adequate provision is made for the flight test crew for emergency egress and the use of parachutes.
- (e) Except in gliders and manned free balloons, an applicant must discontinue flight tests under this section until he shows that corrective action has been taken, whenever—
- (1) The applicant's test pilot is unable or unwilling to make any of the required flight tests; or
 - (2) Items of noncompliance with requirements are found that may make additional test data meaningless or that would make further testing unduly hazardous.
- (f) The flight tests prescribed in paragraph (b)(2) of this section must include—
- (1) For aircraft incorporating turbine engines of a type not previously used in a type certificated aircraft, at least 300 hours of operation with a full complement of engines that conform to a type certificate; and
 - (2) For all other aircraft, at least 150 hours of operation.

Question 1: Each applicant for any aircraft type certificate must make the tests listed in § 21.35(b).

A: True.

B: False. § 21.35(a) excludes aircraft type certificates issued under §§ 21.24 through 21.29.

Question 2: The flight tests of § 21.35(b) require the applicant determine technical certainty the aircraft functions properly.

A: True.

B: False. § 21.35(b)(2) requires tests necessary to provide “reasonable assurance” the aircraft, its components, and equipment are reliable and function properly.

Question 3: An applicant must discontinue flight tests if any items of non-compliance are found.

A: True.

B: False. § 21.35(e)(2) requires an applicant discontinue if items of non-compliance are found that may make additional test data meaningless or would make further testing unduly hazardous.

Question 4: Flight tests prescribed in § 21.35(b) must include a minimum of 150 hours of operation.

A: True. In addition, § 21.35(f)(1) requires aircraft incorporating turbine engines of a type not previously used to have at least 300 hours of operation with a full complement of engines.

B: False.

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.37 Flight test pilot.

Each applicant for a normal, utility, acrobatic, commuter, or transport category aircraft type certificate must provide a person holding an appropriate pilot certificate to make the flight tests required by this part.

§ 21.39 Flight test instrument calibration and correction report.

(a) Each applicant for a normal, utility, acrobatic, commuter, or transport category aircraft type certificate must submit a report to the FAA showing the computations and tests required in connection with the calibration of instruments used for test purposes and in the correction of test results to standard atmospheric conditions.

(b) Each applicant must allow the FAA to conduct any flight tests that he finds necessary to check the accuracy of the report submitted under [paragraph \(a\)](#) of this section.

§ 21.41 Type certificate.

Each type certificate is considered to include the type design, the operating limitations, the certificate data sheet, the applicable regulations of this subchapter with which the FAA records compliance, and any other conditions or limitations prescribed for the product in this subchapter.

Question 1: Under § 21.37, an applicant for any type certificate must provide a person holding an appropriate pilot certificate to make flight tests.

- A: True.
B: False

Question 2: Applicants for a normal, utility, acrobatic, commuter, or transport category aircraft type certificate must submit a report to the FAA showing the computations and tests required in connection with calibration of instruments.

- A: True.
B: False.

Question 3: Applicants for a normal, utility, acrobatic, commuter, or transport category aircraft type certificate must allow the FAA to conduct flight tests to verify the capability of the test pilot.

- A: True.
B: False.

Question 4: Each type certificate includes only the type design and the operating limitations.

- A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.37 Flight test pilot.

Each applicant for a normal, utility, acrobatic, commuter, or transport category aircraft type certificate must provide a person holding an appropriate pilot certificate to make the flight tests required by this part.

§ 21.39 Flight test instrument calibration and correction report.

(a) Each applicant for a normal, utility, acrobatic, commuter, or transport category aircraft type certificate must submit a report to the FAA showing the computations and tests required in connection with the calibration of instruments used for test purposes and in the correction of test results to standard atmospheric conditions.

(b) Each applicant must allow the FAA to conduct any flight tests that he finds necessary to check the accuracy of the report submitted under [paragraph \(a\)](#) of this section.

§ 21.41 Type certificate.

Each type certificate is considered to include the type design, the operating limitations, the certificate data sheet, the applicable regulations of this subchapter with which the FAA records compliance, and any other conditions or limitations prescribed for the product in this subchapter.

Question 1: Under § 21.37, an applicant for any type certificate must provide a person holding an appropriate pilot certificate to make flight tests.

Question 2: Applicants for a normal, utility, acrobatic, commuter, or transport category aircraft type certificate must submit a report to the FAA showing the computations and tests required in connection with calibration of instruments.

A: True.

A: True. See § 21.39(a)

B: False. The list of aircraft type certification categories does not include all possible type certificates, e.g., restricted, primary, or manned free balloons.

B: False.

Question 3: Applicants for a normal, utility, acrobatic, commuter, or transport category aircraft type certificate must allow the FAA to conduct flight tests to verify the capability of the test pilot.

Question 4: Each type certificate includes only the type design and the operating limitations.

A: True.

A: True.

B: False. § 21.39(b) requires applicants allow the FAA to conduct flight tests to check the accuracy of the report showing computation and tests required in connection with calibration of test instruments.

B: False. § 21.41 includes in the type certificate the type design, operating limitations, certificate data sheet, and applicable regulations of the subchapter.

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.43 Location of manufacturing facilities.

Except as provided in § 21.29, the FAA does not issue a type certificate if the manufacturing facilities for the product are located outside of the United States, unless the FAA finds that the location of the manufacturer's facilities places no undue burden on the FAA in administering applicable airworthiness requirements.

§ 21.45 Privileges.

The holder or licensee of a type certificate for a product may—

- (a) In the case of aircraft, upon compliance with §§ 21.173 through 21.189, obtain airworthiness certificates;
- (b) In the case of aircraft engines or propellers, obtain approval for installation on certificated aircraft;
- (c) In the case of any product, upon compliance with subpart G of this part, obtain a production certificate for the type certificated product;
- (d) Obtain approval of replacement parts for that product.

Question 1: The FAA does not issue type certificates for products with manufacturing facilities located outside the United States

- A: True.
- B: False

Question 2: Only the holder of a type certificate may obtain an airworthiness certificate (in the case of an aircraft).

- A: True.
- B: False.

Question 3: The holder of a type certificate automatically obtains a production certificate for the product.

- A: True.
- B: False.

Question 4: The holder of a type certificate, or its licensee, may obtain approval of replacement parts for that product.

- A: True.
- B: False.

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ARSA Regulatory Compliance Training—Answers

Part [21](#): Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.43 Location of manufacturing facilities.

Except as provided in [§ 21.29](#), the FAA does not issue a type certificate if the manufacturing facilities for the product are located outside of the United States, unless the FAA finds that the location of the manufacturer's facilities places no undue burden on the FAA in administering applicable airworthiness requirements.

§ 21.45 Privileges.

The holder or licensee of a type certificate for a product may—

- (a) In the case of aircraft, upon compliance with [§§ 21.173](#) through [21.189](#), obtain airworthiness certificates;
- (b) In the case of aircraft engines or propellers, obtain approval for installation on certificated aircraft;
- (c) In the case of any product, upon compliance with [subpart G of this part](#), obtain a production certificate for the type certificated product;
- (d) Obtain approval of replacement parts for that product.

Question 1: *The FAA does not issue type certificates for products with manufacturing facilities located outside the United States*

A: True.

B: **False.** [§ 21.43](#) provides exceptions for import products ([§ 21.29](#)) and situations where the facilities' location places "no undue burden" on the agency.

Question 2: *Only the holder of a type certificate may obtain an airworthiness certificate (in the case of an aircraft).*

A: True.

B: **False.** [§ 21.45](#) allows this privilege for both type certificate holders and licensees.

Question 3: *The holder of a type certificate automatically obtains a production certificate for the product.*

A: True.

B: **False.** [§ 21.45\(c\)](#) allows holders or licensees of type certificates to obtain a production certificate only after application for and compliance with part 21, subpart [G](#) ("Production Certificates").

Question 4: *The holder of a type certificate, or its licensee, may obtain approval of replacement parts for that product.*

A: **True.** See [§ 21.45\(d\)](#) and [§§ 21.8](#) and [21.9](#).

B: False.

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.47 Transferability.

- (a) A holder of a type certificate may transfer it or make it available to other persons by licensing agreements.
- (b) For a type certificate transfer in which the State of Design will remain the same, each transferor must, before such a transfer, notify the FAA in writing. This notification must include the applicable type certificate number, the name and address of the transferee, and the anticipated date of the transfer.
- (c) For a type certificate transfer in which the State of Design is changing, a type certificate may only be transferred to or from a person subject to the authority of another State of Design if the United States has an agreement with that State of Design for the acceptance of the affected product for export and import. Each transferor must notify the FAA before such a transfer in a form and manner acceptable to the FAA. This notification must include the applicable type certificate number; the name, address, and country of residence of the transferee; and the anticipated date of the transfer.
- (d) Before executing or terminating a licensing agreement that makes a type certificate available to another person, the type certificate holder must notify the FAA in writing. This notification must include the type certificate number addressed by the licensing agreement, the name and address of the licensee, the extent of authority granted the licensee, and the anticipated date of the agreement.

Question 1: A type certificate may not be utilized by more than one person at a time.

- A: True.
- B: False

Question 2: A type certificate may be transferred to any person.

- A: True.
- B: False.

Question 3: A type certificate holder may define the authority granted to its licensee.

- A: True.
- B: False.

Question 4: A type certificate may be transferred to any person under the jurisdiction of the same State of Design as the previous holder.

- A: True.
- B: False.

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ARSA Regulatory Compliance Training—Answers

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.47 Transferability.

- (a) A holder of a type certificate may transfer it or make it available to other persons by licensing agreements.
- (b) For a type certificate transfer in which the State of Design will remain the same, each transferor must, before such a transfer, notify the FAA in writing. This notification must include the applicable type certificate number, the name and address of the transferee, and the anticipated date of the transfer.
- (c) For a type certificate transfer in which the State of Design is changing, a type certificate may only be transferred to or from a person subject to the authority of another State of Design if the United States has an agreement with that State of Design for the acceptance of the affected product for export and import. Each transferor must notify the FAA before such a transfer in a form and manner acceptable to the FAA. This notification must include the applicable type certificate number; the name, address, and country of residence of the transferee; and the anticipated date of the transfer.
- (d) Before executing or terminating a licensing agreement that makes a type certificate available to another person, the type certificate holder must notify the FAA in writing. This notification must include the type certificate number addressed by the licensing agreement, the name and address of the licensee, the extent of authority granted the licensee, and the anticipated date of the agreement.

Question 1: *A type certificate may not be utilized by more than one person at a time.*

Question 2: *A type certificate may be transferred to any person.*

A: True.

A: True.

B: False. § 21.47(a) allows a type certificate holder to “make it available” to other persons by licensing agreement. During this time the TC is still held by and available to the licensor.

B: False. § 21.47(c) limits type certificate transfers to persons subject to the authority of States of Design with which the United States has an agreement for acceptance of the affected product.

Question 3: *A type certificate holder may define the authority granted to its licensee.*

Question 4: *A type certificate may be transferred to any person under the jurisdiction of the same State of Design as the previous holder.*

A: True. § 21.47(d) includes “extent of authority granted” as information required in the written notification to be provided to the FAA.

A: True. See § 21.47(b).

B: False.

B: False.

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.49 Availability.

The holder of a type certificate must make the certificate available for examination upon the request of the FAA or the National Transportation Safety Board.

§ 21.50 Instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitations sections.

(a) The holder of a type certificate for a rotorcraft for which a Rotorcraft Maintenance Manual containing an "Airworthiness Limitations" section has been issued under [§ 27.1529 \(a\)\(2\)](#) or [§ 29.1529 \(a\)\(2\) of this chapter](#), and who obtains approval of changes to any replacement time, inspection interval, or related procedure in that section of the manual, must make those changes available upon request to any operator of the same type of rotorcraft.

Note: The remainder of § 21.50 will be covered in separate training sheets.

Question 1: *The holder of a type certificate must make it available upon request of any government agency.*

- A: True.
B: False.

Question 2: *As referenced in § 21.50(a) the standards for rotorcraft instructions for continued airworthiness are contained in the airworthiness standards of parts [27](#) and [29](#).*

- A: True.
B: False.

Question 3: *Section 21.50(a) concerns changes to replacement time, inspection interval, or related procedure in any maintenance manual.*

- A: True.
B: False.

Question 4: *A rotorcraft type certificate holder must make listed changes available to any person required by the regulations to comply with the related Airworthiness Limitations.*

- A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part **21**: Certification Procedures for Products and Articles

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

§ 21.49 Availability.

The holder of a type certificate must make the certificate available for examination upon the request of the FAA or the National Transportation Safety Board.

§ 21.50 Instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitations sections.

(a) The holder of a type certificate for a rotorcraft for which a Rotorcraft Maintenance Manual containing an “Airworthiness Limitations” section has been issued under § 27.1529 (a)(2) or § 29.1529 (a)(2) of this chapter, and who obtains approval of changes to any replacement time, inspection interval, or related procedure in that section of the manual, must make those changes available upon request to any operator of the same type of rotorcraft.

Note: The remainder of § 21.50 will be covered in separate training sheets.

Question 1: *The holder of a type certificate must make it available upon request of any government agency.*

A: True.

B: False. § 21.49 only requires type certificate holders to make their certificate(s) available to the FAA or NTSB.

Question 3: *Section 21.50(a) concerns changes to replacement time, inspection interval, or related procedure in any maintenance manual.*

A: True.

B: False. § 21.50(a) only concerns those listed changes made to a Rotorcraft Maintenance Manual and its “Airworthiness Limitations” section.

Question 2: *As referenced in § 21.50(a) the standards for rotorcraft instructions for continued airworthiness are contained in the airworthiness standards of parts 27 and 29.*

A: True. The ICA-related sections referenced in § 21.50(a) direct applicants and certificate holders to Appendix A of each part.

B: False.

Question 4: *A rotorcraft type certificate holder must make the changes available to any person required by the regulations to comply with the Airworthiness Limitations section.*

A: True.

B: False. § 21.50(a) requires rotorcraft type certificate holders only need make changes available to “any operator of the same type of rotorcraft”, “upon request”.

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.50 Instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitations sections.

(b) The holder of a design approval, including either a type certificate or supplemental type certificate for an aircraft, aircraft engine, or propeller for which application was made after January 28, 1981, must furnish at least one set of complete Instructions for Continued Airworthiness to the owner of each type aircraft, aircraft engine, or propeller upon its delivery, or upon issuance of the first standard airworthiness certificate for the affected aircraft, whichever occurs later. The Instructions for Continued Airworthiness must be prepared in accordance with §§ 23.1529, 25.1529, 25.1729, 27.1529, 29.1529, 31.82, 33.4, 35.4, or part 26 of this subchapter, or as specified in the applicable airworthiness criteria for special classes of aircraft defined in § 21.17(b), as applicable. If the holder of a design approval chooses to designate parts as commercial, it must include in the Instructions for Continued Airworthiness a list of commercial parts submitted in accordance with the provisions of paragraph (c) of this section. Thereafter, the holder of a design approval must make those instructions available to any other person required by this chapter to comply with any of the terms of those instructions. In addition, changes to the Instructions for Continued Airworthiness shall be made available to any person required by this chapter to comply with any of those instructions.

Note: The remainder of § 21.50 is covered in separate training sheets.

Question 1: *Production approval holders must furnish at least one set of ICA to the owner if each aircraft upon its delivery or issuance of the first standard airworthiness certificate.*

- A: True.
B: False.

Question 2: *Design approval holders must make only the initial version of ICA available to any person required by the rules to comply with any of the terms of those instructions.*

- A: True.
B: False.

Question 3: *ICA must be prepared in accordance with the relevant airworthiness standards for the aircraft.*

- A: True.
B: False.

Question 4: *If a design approval holder chooses to designate parts as commercial, the ICA must include a list of commercial parts.*

- A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.50 Instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitations sections.

(b) The holder of a design approval, including either a type certificate or supplemental type certificate for an aircraft, aircraft engine, or propeller for which application was made after January 28, 1981, must furnish at least one set of complete Instructions for Continued Airworthiness to the owner of each type aircraft, aircraft engine, or propeller upon its delivery, or upon issuance of the first standard airworthiness certificate for the affected aircraft, whichever occurs later. The Instructions for Continued Airworthiness must be prepared in accordance with §§ 23.1529, 25.1529, 25.1729, 27.1529, 29.1529, 31.82, 33.4, 35.4, or part 26 of this subchapter, or as specified in the applicable airworthiness criteria for special classes of aircraft defined in § 21.17(b), as applicable. If the holder of a design approval chooses to designate parts as commercial, it must include in the Instructions for Continued Airworthiness a list of commercial parts submitted in accordance with the provisions of paragraph (c) of this section. Thereafter, the holder of a design approval must make those instructions available to any other person required by this chapter to comply with any of the terms of those instructions. In addition, changes to the Instructions for Continued Airworthiness shall be made available to any person required by this chapter to comply with any of those instructions.

Note: The remainder of § 21.50 is covered in separate training sheets.

Question 1: Production approval holders must furnish at least one set of ICA to the owner if each aircraft upon its delivery or issuance of the first standard airworthiness certificate.

A: True.

B: False. § 21.50(b) requires design (not production) approval holders to furnish ICA.

Question 2: Design approval holders must make only the initial version of ICA available to any person required by the rules to comply with any of the terms of those instructions.

A: True.

B: False. § 21.50(b) also requires DAHs to make changes to the ICA available to any person required to comply with them.

Question 3: ICA must be prepared in accordance with the relevant airworthiness standards for the aircraft.

A: True. § 21.50(b) lists each section from the airworthiness standards in 14 CFR subchapter C, requiring ICA preparation and referencing guidelines in rule appendices.

False.

Question 4: If a design approval holder chooses to designate parts as commercial, the ICA must include a list of commercial parts.

A: True. § 21.50(b) requires the list be submitted in accordance with the provisions of § 21.50(c).

B: False.

ARSA Regulatory Compliance Training—Questions

Part **21**: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.50 Instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitations sections.

(c) To designate commercial parts, the holder of a design approval, in a manner acceptable to the FAA, must submit:

- (1) A Commercial Parts List;
- (2) Data for each part on the List showing that:
 - (i) The failure of the commercial part, as installed in the product, would not degrade the level of safety of the product; and
 - (ii) The part is produced only under the commercial part manufacturer's specification and marked only with the commercial part manufacturer's markings; and
- (3) Any other data necessary for the FAA to approve the List.

Note: The remainder of § 21.50 is covered in separate training sheets.

Refresher: § 21.1 Applicability and definitions.

(b)(3) **Commercial part** means an article that is listed on an FAA-approved Commercial Parts List included in a design approval holder's Instructions for Continued Airworthiness required by § 21.50;

Question 1: A commercial part means an article that is marked only with commercial manufacturer's markings.

- A: True.
B: False.

Question 2: The design approval holder designates commercial parts associated with an approved design.

- A: True.
B: False.

Question 3: For each article on a Commercial Parts List, the design approval holder must show data confirming its likelihood of failure to be comparable to available FAA-approved parts.

- A: True.
B: False.

Question 4: Once approved by the FAA, the Commercial Parts List will be included in the ICA.

- A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part [21](#): Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.50 Instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitations sections.

(c) To designate commercial parts, the holder of a design approval, in a manner acceptable to the FAA, must submit:

- (1) A Commercial Parts List;
- (2) Data for each part on the List showing that:
 - (i) The failure of the commercial part, as installed in the product, would not degrade the level of safety of the product; and
 - (ii) The part is produced only under the commercial part manufacturer's specification and marked only with the commercial part manufacturer's markings; and
- (3) Any other data necessary for the FAA to approve the List.

Note: The remainder of § 21.50 is covered in separate training sheets.

Refresher: § 21.1 Applicability and definitions.

(b)(3) **Commercial part** means an article that is listed on an FAA-approved Commercial Parts List included in a design approval holder's Instructions for Continued Airworthiness required by § 21.50;

Question 1: *A commercial part means an article that is marked only with commercial manufacturer's markings.*

A: True.

B: **False.** In addition to only being marked with the commercial manufacturer's markings, in aviation, § 21.1(b)(3) requires a commercial part to be listed on an FAA-approved commercial parts list.

Question 2: *The design approval holder designates commercial parts associated with an approved design.*

A: **True.** See § 21.50(c).

B: False.

Question 3: *For each article on a Commercial Parts List, the design approval holder must show data confirming its likelihood of failure to be comparable to available FAA-approved parts.*

A: True.

B: **False.** § 21.50(c)(2)(i) requires data showing that the failure of a commercial part would not degrade the level of safety of the product.

Question 4: *Once approved by the FAA, the Commercial Parts List will be included in the ICA.*

A: **True.** See § 21.1(b)(3).

B: False.

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.51 Duration.

A type certificate is effective until surrendered, suspended, revoked, or a termination date is otherwise established by the FAA.

§ 21.53 Statement of conformity.

- (a) Each applicant must provide, in a form and manner acceptable to the FAA, a statement that each aircraft engine or propeller presented for type certification conforms to its [type design](#).
- (b) Each applicant must submit a statement of conformity to the FAA for each aircraft or part thereof presented to the FAA for tests. This statement of conformity must include a statement that the applicant has complied with § 21.33(a) (unless otherwise authorized under that paragraph).

§ 21.55 Responsibilities of type certificate holders who license the type certificate.

A type certificate holder who allows a person to use the type certificate to manufacture a new aircraft, aircraft engine, or propeller must meet the applicable requirements of part 5 of this chapter and provide that person with a written licensing agreement acceptable to the FAA.

Question 1: A type certificate is effective until surrendered, suspended, revoked, or a termination date is otherwise established by the FAA.

- A: True.
B: False.

Question 2: Applicants for a type certificate must provide the FAA a statement that each aircraft engine or propeller conforms to its type design.

- A: True.
B: False.

Question 3: Type certificate applicants must only submit statements of conformity for completed products.

- A: True.
B: False.

Question 4: Type certificate licensees must establish a compliant Safety Management System in order to apply for or hold a production certificate.

- A: True.
B: False.

Name and/or
Identification

Date

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

Date Test was Completed

Score

Hours

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

Time Credited for Test

Approved by

Signature of Supervisor or Person Administering Test

ARSA Regulatory Compliance Training—Answers

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.51 Duration.

A type certificate is effective until surrendered, suspended, revoked, or a termination date is otherwise established by the FAA.

§ 21.53 Statement of conformity.

- (a) Each applicant must provide, in a form and manner acceptable to the FAA, a statement that each aircraft engine or propeller presented for type certification conforms to its [type design](#).
- (b) Each applicant must submit a statement of conformity to the FAA for each aircraft or part thereof presented to the FAA for tests. This statement of conformity must include a statement that the applicant has complied with § 21.33(a) (unless otherwise authorized under that paragraph).

§ 21.55 Responsibilities of type certificate holders who license the type certificate.

A type certificate holder who allows a person to use the type certificate to manufacture a new aircraft, aircraft engine, or propeller must meet the applicable requirements of part 5 of this chapter and provide that person with a written licensing agreement acceptable to the FAA.

Question 1: *A type certificate is effective until surrendered, suspended, revoked, or a termination date is otherwise established by the FAA.*

A: True. See § 21.51.

B: False.

Question 2: *Applicants for a type certificate must provide the FAA a statement that each aircraft engine or propeller conforms to its type design.*

A: True. See § 21.53(a).

B: False.

Question 3: *Type certificate applicants must only submit statements of conformity for completed products.*

A: True.

B: False. § 21.53(b) requires a statement of conformity for “each aircraft or part thereof.” The referenced inspections and tests in § 21.33 cover “aircraft, aircraft engine, propeller, or part thereof.”

Question 4: *Type certificate licensees must establish a compliant Safety Management System in order to apply for or hold a production certificate.*

A: True. § 21.55 requires compliance with part 5 as a condition of licensing a type certificate. Administrative requirements for licensees can be found in §§ 5.11 and 5.13

B: False.