

ARSA Regulatory Compliance Training—Questions

[14 CFR Chapter I](#): Aeronautics and Space

Level 1: For anyone working in aviation

Definitions

The regulatory training sheets contained in this packet were produced by ARSA in 2020 to cover key definitions from parts [1](#), [21](#), and [145](#).

§ 1.1 [General definitions.](#)

§ 21.1 [Applicability and definitions.](#)

§ 145.3 [Definition of terms.](#)

ARSA Regulatory Compliance Training—Questions

Part 1: DEFINITIONS AND ABBREVIATIONS

Level 1: For anyone working in aviation

§ 1.1 General definitions.

[Selected Definitions beginning with "A"]

Aircraft means a device that is used or intended to be used for flight in the air.

Aircraft engine means an engine that is used or intended to be used for propelling aircraft. It includes turbosuperchargers, appurtenances, and accessories necessary for its functioning, but does not include propellers.

Airframe means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces (including rotors but excluding propellers and rotating airfoils of engines), and landing gear of an aircraft and their accessories and controls.

Appliance means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, engine, or propeller.

Approved, unless used with reference to another person, means approved by the FAA or any person to whom the FAA has delegated its authority in the matter concerned, or approved under the provisions of a bilateral agreement between the United States and a foreign country or jurisdiction.

Question 1: An aircraft is a vehicle used or intended to be used for flight in the air.

- A: True.
B: False.

Question 2: An accessory necessary for the functioning of an aircraft engine is considered part of the engine itself.

- A: True.
B: False.

Question 3: To meet the regulatory definition of an appliance, an instrument, mechanism, etc. must be installed in an aircraft.

- A: True.
B: False.

Question 4: "Approved" under the rules means approved by the FAA or any person to whom it has delegated its authority in the matter concerned.

- A: True.
B: False.

Name and/or
Identification

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

Date

Date Test was
Completed

Score

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

Hours

Time Credited for Test

Approved by

Signature of Supervisor or Person Administering Test

ARSA Regulatory Compliance Training—Answers

Part [1](#): DEFINITIONS AND ABBREVIATIONS

Level 1: For anyone working in aviation

§ [1.1](#) General definitions.

[Selected Definitions beginning with “A”]

Aircraft means a device that is used or intended to be used for flight in the air.

Aircraft engine means an engine that is used or intended to be used for propelling aircraft. It includes turbosuperchargers, appurtenances, and accessories necessary for its functioning, but does not include propellers.

Airframe means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces (including rotors but excluding propellers and rotating airfoils of engines), and landing gear of an aircraft and their accessories and controls.

Appliance means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, engine, or propeller.

Approved, unless used with reference to another person, means approved by the FAA or any person to whom the FAA has delegated its authority in the matter concerned, or approved under the provisions of a bilateral agreement between the United States and a foreign country or jurisdiction.

Question 1: An aircraft is a vehicle used or intended to be used for flight in the air.

A: True.

B: **False. The definition of “aircraft” in § [1.1](#) is not limited to a “vehicle,” but includes any “device” used or intended to be used for flight.**

Question 3: To meet the regulatory definition of an appliance, an instrument, mechanism, etc. must be installed in an aircraft.

A: True.

B: **False. The definition of “appliance in § [1.1](#) requires it be installed in *or attached to* an aircraft. (See ARSA’s [15-minute training sessions on defining and applying “appliance” under the rules.](#))**

Question 2: An accessory necessary for the functioning of an aircraft engine is considered part of the engine itself.

A: **True.**

B: False.

Question 4: “Approved” under the rules means approved by the FAA or any person to whom it has delegated its authority in the matter concerned.

A: True.

B: **False. The term may apply to “another person”, such as an air carrier or repair station having an “approved” vendor list.**

ARSA Regulatory Compliance Training—Questions

Part 1: DEFINITIONS AND ABBREVIATIONS

Level 1: For anyone working in aviation

§ 1.1 General definitions.

[Selected definitions related to the term “appliance.”]

Appliance means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, engine, or propeller. (Emphasis added.)

Aircraft means a device that is used or intended to be used for flight in the air.

Aircraft engine means an engine that is used or intended to be used for propelling aircraft. It includes turbosuperchargers, appurtenances, and accessories necessary for its functioning, but does not include propellers.

Airframe means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces (including rotors but excluding propellers and rotating airfoils of engines), and landing gear of an aircraft and their accessories and controls.

Instrument means a device using an internal mechanism to show visually or aurally the attitude, altitude, or operation of an aircraft or aircraft part. It includes electronic devices for automatically controlling an aircraft in flight.

Operate, with respect to aircraft, means use, cause to use or authorize to use aircraft, for the purpose ... of air navigation including the piloting of aircraft, with or without the right of legal control (as owner, lessee, or otherwise).

Propeller means a device for propelling an aircraft that has blades on an engine-driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation. It includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of engines.

Question 1: To determine if an item is an appliance one must use a process of elimination based on the related definitions.

- A: True.
B: False.

Question 2: An appliance can only be installed in an aircraft..

- A: True.
B: False.

Question 3: Appliance means an instrument, mechanism, etc. that is recommended by the manufacturer for operating or controlling an aircraft in flight.

- A: True.
B: False.

Question 4: A electronic device for automatically controlling an aircraft in flight is not an instrument.

- A: True.
B: False.

Name and/or
Identification

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

Date

Date Test was
Completed

Score

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

Hours

Time Credited for Test

Approved by

Signature of Supervisor or Person Administering Test

ARSA Regulatory Compliance Training—Answers

Part 1: DEFINITIONS AND ABBREVIATIONS

Level 1: For anyone working in aviation

§ 1.1 General definitions.

[Selected definitions related to the term “appliance.”]

Appliance means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, engine, or propeller. (Emphasis added.)

Aircraft means a device that is used or intended to be used for flight in the air.

Aircraft engine means an engine that is used or intended to be used for propelling aircraft. It includes turbosuperchargers, appurtenances, and accessories necessary for its functioning, but does not include propellers.

Airframe means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces (including rotors but excluding propellers and rotating airfoils of engines), and landing gear of an aircraft and their accessories and controls.

Instrument means a device using an internal mechanism to show visually or aurally the attitude, altitude, or operation of an aircraft or aircraft part. It includes electronic devices for automatically controlling an aircraft in flight.

Operate, with respect to aircraft, means use, cause to use or authorize to use aircraft, for the purpose ... of air navigation including the piloting of aircraft, with or without the right of legal control (as owner, lessee, or otherwise).

Propeller means a device for propelling an aircraft that has blades on an engine-driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation. It includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of engines.

Question 1: To determine if an item is an appliance one must use a process of elimination based on the related definitions.

Question 2: An appliance can only be installed in an aircraft.

A: True. The definition of “appliance” in § 1.1 does not include items that are “part of an airframe, engine or propeller” and the item must be installed in or attached to an aircraft. Thus, one must eliminate the items that are included in other definitions in § 1.1,

A: True.

B: False.

B: False. An appliance may be “installed in” or “attached to” an aircraft.

Question 3: Appliance means an instrument, mechanism, etc. that is recommended by the manufacturer for operating or controlling an aircraft in flight.

Question 4: A electronic device for automatically controlling an aircraft in flight is not an instrument.

A: True.

A: True.

B: False. The definition of “appliance” in § 1.1 states that the instrument, mechanism, etc. must be “used or intended to be used in” operating or controlling an aircraft in flight.

B: False. Section 1.1 specifically includes electronic devices in the definition of instrument.

To begin mastering the definition of “appliance” and its related applications, review ARSA’s three-part series of 15-minute training sessions available on-demand at arsa.org/appliance-training.

ARSA Regulatory Compliance Training—Questions

Part **1**: DEFINITIONS AND ABBREVIATIONS

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

§ **1.1** General definitions [Selected].

Approved, unless used with reference to another person, means approved by the FAA or any person to whom the FAA has delegated its authority in the matter concerned, or approved under the provisions of a bilateral agreement between the United States and a foreign country or jurisdiction.

[Note: § 1.1 does not define “acceptable to,” a phrase used throughout Title 14 of the Code of Federal Regulations. [Order 8900.1, Vol. 3, Chpt 1, Section 1, paragraph 3-1 B](#) provides guidance to agency personnel regarding that phrase as well as other regularly referenced terms.]

Acceptable to the FAA or the Administrator. This term means that the item at issue must be submitted to the FAA with reference to some standard or publication as the basis for the intended application, procedure, method, etc. Assessment of the item at issue by the FAA prior to use is normally not required. In exercising its oversight responsibilities, the FAA may make case-specific determinations as to a particular item's acceptability. A person or certificate holder should be able to reference some standard or publication as the basis for the acceptability of the intended application, procedure, method, etc. The standard or publication used should be an accepted industry practice previously found acceptable by the FAA, or, at a minimum, the person using it should be able to articulate a clear and reasonable basis for the action taken being an acceptable practice or procedure. This could include, but is not limited to, a practice or procedure contained in an FAA-issued advisory circular (AC) or other published guidance, information contained in the Original Equipment Manufacturer (OEM) published procedures for performing a maintenance task, or relevant information from an ASTM International standard. When a regulation requires that a submission must be “acceptable to” the FAA as a precondition for the FAA to act, the FAA may exercise discretion as to whether the determination must be made before or after the FAA acts. For example, operations specifications (OpSpec), which contain authorizations, typically necessitate an item to be acceptable to the FAA before the FAA issues the authorization.

Question 1: The term “approved” always means approved by the FAA or any person to whom the agency has delegated its authority.

- A: True.
B: False.

Question 2: A person holding an FAA delegation can provide agency approval for any matter.

- A: True.
B: False.

Question 3: When an item must be “acceptable to” the FAA, the agency must proactively accept it prior to use by a certificate holder.

- A: True.
B: False.

Question 4: In demonstrating acceptability, a person must be able to reference a standard or practice previously found acceptable by the FAA.

- A: True.
B: False.

Name and/or
Identification

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

Date

Date Test was
Completed

Score

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

Hours

Time Credited for Test

Approved by

Signature of Supervisor or Person Administering Test

ARSA Regulatory Compliance Training—Answers

Part [1](#): DEFINITIONS AND ABBREVIATIONS

Level 1: For anyone working in aviation

§ [1.1](#) General definitions [Selected].

Approved, unless used with reference to another person, means approved by the FAA or any person to whom the FAA has delegated its authority in the matter concerned, or approved under the provisions of a bilateral agreement between the United States and a foreign country or jurisdiction.

[Note: § 1.1 does not define “acceptable to,” a phrase used throughout Title 14 of the Code of Federal Regulations. Order 8900.1, Vol. 3, Chpt 1, Section 1, paragraph 3-1 B provides guidance to agency personnel regarding that phrase as well as other regularly referenced terms.]

Acceptable to the FAA or the Administrator. This term means that the item at issue must be submitted to the FAA with reference to some standard or publication as the basis for the intended application, procedure, method, etc. Assessment of the item at issue by the FAA prior to use is normally not required. In exercising its oversight responsibilities, the FAA may make case-specific determinations as to a particular item's acceptability. A person or certificate holder should be able to reference some standard or publication as the basis for the acceptability of the intended application, procedure, method, etc. The standard or publication used should be an accepted industry practice previously found acceptable by the FAA, or, at a minimum, the person using it should be able to articulate a clear and reasonable basis for the action taken being an acceptable practice or procedure. This could include, but is not limited to, a practice or procedure contained in an FAA-issued advisory circular (AC) or other published guidance, information contained in the Original Equipment Manufacturer (OEM) published procedures for performing a maintenance task, or relevant information from an ASTM International standard. When a regulation requires that a submission must be “acceptable to” the FAA as a precondition for the FAA to act, the FAA may exercise discretion as to whether the determination must be made before or after the FAA acts. For example, operations specifications (OpSpec), which contain authorizations, typically necessitate an item to be acceptable to the FAA before the FAA issues the authorization.

Question 1: The term “approved” always means approved by the FAA or any person to whom the agency has delegated its authority.

A: True.

B: **False.** The definition of “approved” in § [1.1](#) includes the caveat “unless used in reference to another person” before applying the term to FAA authority.

Question 2: A person holding an FAA delegation can provide agency approval for any matter.

A: True.

B: **False.** The language in § [1.1](#) including FAA delegation holders notes that person must have been delegated authority “in the matter concerned.”

Question 3: When an item must be “acceptable to” the FAA, the agency must proactively accept it prior to use by a certificate holder.

A: True.

B: **False.** The guidance in [Order 8900.1](#) notes that assessment by the FAA prior to use is normally not necessary.

Question 4: In demonstrating acceptability, a person must be able to reference a standard or practice previously found acceptable by the FAA.

A: True.

B: **False.** The guidance in [Order 8900.1](#) notes that “at a minimum,” the person should “articulate a clear and reasonable basis for the action taken.”

ARSA Regulatory Compliance Training—Questions

Part 1: DEFINITIONS AND ABBREVIATIONS

Level 1: For anyone working in aviation

§ 1.1 General definitions.

[Selected Definitions related to Major/Minor determinations.]

Major alteration means an alteration not listed in the aircraft, aircraft engine, or propeller specifications—

- (1) That might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or
- (2) That is not done according to accepted practices or cannot be done by elementary operations.

Major repair means a repair:

- (1) That, if improperly done, might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or
- (2) That is not done according to accepted practices or cannot be done by elementary operations.

Minor alteration means an alteration other than a major alteration.

Minor repair means a repair other than a major repair.

Question 1: A major alteration is one that might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness.

- A: True.
B: False.

Question 2: A major repair is one that might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness.

- A: True.
B: False.

Question 3: Work not done according to accepted practices or that cannot be done by elementary operations constitutes a major alteration or repair.

- A: True.
B: False.

Question 4: A minor alteration or repair will not appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness.

- A: True.
B: False.

Name and/or
Identification

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

Date

Date Test was
Completed

Score

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

Hours

Time Credited for Test

Approved by

Signature of Supervisor or Person Administering Test

ARSA Regulatory Compliance Training—Answers

Part 1: DEFINITIONS AND ABBREVIATIONS

Level 1: For anyone working in aviation

§ 1.1 General definitions.

[Selected Definitions related to Major/Minor determinations.]

Major alteration means an alteration not listed in the aircraft, aircraft engine, or propeller specifications—

- (1) That might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or
- (2) That is not done according to accepted practices or cannot be done by elementary operations.

Major repair means a repair—

- (1) That, if improperly done, might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or
- (2) That is not done according to accepted practices or cannot be done by elementary operations.

Minor alteration means an alteration other than a major alteration.

Minor repair means a repair other than a major repair.

Question 1: A major alteration is one that might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness.

A: True.

B: **False.** The first part of the definition of a “major alteration” also states that it is not listed in the appropriate product specification.

Question 3: Work not done according to accepted practices or that cannot be done by elementary operations constitutes a major alteration or repair.

A: True.

B: False.

Question 2: A major repair is one that might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness.

A: True.

B: **False.** The condition precedent of a “major repair” is that the related effect to airworthiness characteristics must be the result of work “improperly done”.

Question 4: A minor alteration or repair will not appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness.

A: True.

B: **False.** Work that will not appreciably affect the relevant qualities of airworthiness could still constitute a “major” repair or alteration if it was not done according to accepted practices or if it could not be done by elementary operations. Alternatively, if the alteration is listed in the product specification, it could also be minor even if it did impact the general qualities of airworthiness.

ARSA Regulatory Compliance Training—Questions

Part 1: DEFINITIONS AND ABBREVIATIONS

Level 1: For anyone working in aviation

§ 1.1 General definitions [Selected].

Person means an individual, firm, partnership, corporation, company, association, joint-stock association, or governmental entity. It includes a trustee, receiver, assignee, or similar representative of any of them.

Question 1: Under the general definitions in § 1.1 a non-certificated technician is a “person.”

- A: True.
B: False.

Question 2: Under the general definitions in § 1.1 a certificated mechanic or repairman is a “person.”

- A: True.
B: False.

Question 3: Under the general definitions in § 1.1 a repair station is a “person.”

- A: True.
B: False.

Question 4: Under the general definitions in § 1.1 the FAA is a “person.”

- A: True.
B: False.

Name and/or
Identification

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

Date

Date Test was
Completed

Score

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

Hours

Time Credited for Test

Approved by

Signature of Supervisor or Person Administering Test

ARSA Regulatory Compliance Training—Answers

Part [1](#): DEFINITIONS AND ABBREVIATIONS

Level 1: For anyone working in aviation

§ [1.1](#) General definitions [Selected].

Person means an individual, firm, partnership, corporation, company, association, joint-stock association, or governmental entity. It includes a trustee, receiver, assignee, or similar representative of any of them.

Question 1: Under the general definitions in § [1.1](#) a non-certificated technician is a “person.”

- A: True.
B: False.

Question 2: Under the general definitions in § [1.1](#) a certificated mechanic or repairman is a “person.”

- A: True.
B: False.

Question 3: Under the general definitions in § [1.1](#) a repair station is a “person.”

- A: True.
B: False.

Question 4: Under the general definitions in § [1.1](#) the FAA is a “person.”

- A: True.
B: False.

The definition of “person” in § [1.1](#) includes a broad range of entities including individual people as well as business or government entities, both in the corporate sense and also any individual representing such an entity. Whenever the term “person” appears in title 14 of the Code of Federal Regulations – as in the § [145.12](#) prohibitions against record falsification – its use includes all individuals and entities listed in the expansive definition.

ARSA Regulatory Compliance Training—Questions

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.1 Applicability and definitions.

(b) For the purposes of this part –

- (1) *Airworthiness approval* means a document, issued by the FAA for an aircraft, aircraft engine, propeller, or article, which certifies that the aircraft, aircraft engine, propeller, or article conforms to its approved design and is in a condition for safe operation, unless otherwise specified;
- (2) *Article* means a material, part, component, process, or appliance;
- (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;
- (4) *Design approval* means a type certificate (including amended and supplemental type certificates) or the approved design under a PMA, TSO authorization, letter of TSO design approval, or other approved design;
- (5) *Interface component* means an article that serves as a functional interface between an aircraft and an aircraft engine, an aircraft engine and a propeller, or an aircraft and a propeller. An interface component is designated by the holder of the type certificate or the supplemental type certificate who controls the approved design data for that article;
- (6) *Product* means an aircraft, aircraft engine, or propeller;
- (7) *Production approval* means a document issued by the FAA to a person that allows the production of a product or article in accordance with its approved design and approved quality system, and can take the form of a production certificate, a PMA, or a TSO authorization;
- (8) *State of Design* means the country or jurisdiction having regulatory authority over the organization responsible for the design and continued airworthiness of a civil aeronautical product or article;
- (9) *State of Manufacture* means the country or jurisdiction having regulatory authority over the organization responsible for the production and airworthiness of a civil aeronautical product or article.
- (10) *Supplier* means a person at any tier in the supply chain who provides a product, article, or service that is used or consumed in the design or manufacture of, or installed on, a product or article.

Question 1: Under part 21, the definition of an “article” includes only physical items like materials or parts.

- A: True.
B: False.

Question 2: Only type certificates fall under the part 21 definition of “design approval”.

- A: True.
B: False.

Question 3: Under part 21, a “commercial part” must be listed on an FAA-approved commercial parts list.

- A: True.
B: False.

Question 4: For the purposes of part 21, the definition of “supplier” applies to persons at any tier in the supply chain.

- A: True.
B: False.

Name and/or
Identification

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

Date

Date Test was
Completed

Score

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

Hours

Time Credited for Test

Approved by

Signature of Supervisor or Person Administering Test

ARSA Regulatory Compliance Training—Answers

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

§ 21.1 Applicability and definitions.

- (b) For the purposes of this part –
- (1) *Airworthiness approval* means a document, issued by the FAA for an aircraft, aircraft engine, propeller, or article, which certifies that the aircraft, aircraft engine, propeller, or article conforms to its approved design and is in a condition for safe operation, unless otherwise specified;
 - (2) *Article* means a material, part, component, process, or appliance;
 - (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;
 - (4) *Design approval* means a type certificate (including amended and supplemental type certificates) or the approved design under a PMA, TSO authorization, letter of TSO design approval, or other approved design;
 - (5) *Interface component* means an article that serves as a functional interface between an aircraft and an aircraft engine, an aircraft engine and a propeller, or an aircraft and a propeller. An interface component is designated by the holder of the type certificate or the supplemental type certificate who controls the approved design data for that article;
 - (6) *Product* means an aircraft, aircraft engine, or propeller;
 - (7) *Production approval* means a document issued by the FAA to a person that allows the production of a product or article in accordance with its approved design and approved quality system, and can take the form of a production certificate, a PMA, or a TSO authorization;
 - (8) *State of Design* means the country or jurisdiction having regulatory authority over the organization responsible for the design and continued airworthiness of a civil aeronautical product or article;
 - (9) *State of Manufacture* means the country or jurisdiction having regulatory authority over the organization responsible for the production and airworthiness of a civil aeronautical product or article.
 - (10) *Supplier* means a person at any tier in the supply chain who provides a product, article, or service that is used or consumed in the design or manufacture of, or installed on, a product or article.

Question 1: Under part 21, the definition of an “article” includes only physical items like materials or parts.

A: True.

B: **False.** In addition to a material, part, component or appliance, the definition of “article” in § 21.1(b)(2) also includes the word “process.”

Question 2: Only type certificates fall under the part 21 definition of “design approval”.

A: True.

B: **False.** In addition to type certificates (including amended and supplemental type certificates), § 21.1(b)(4) also includes approvals “under a PMA, TSO authorization, letter of TSO design approval, or other approved design.”

Question 3: Under part 21, a “commercial part” must be listed on an FAA-approved commercial parts list.

A: **True.** The definition of “commercial part” in § 21.1(b)(3) notes the list is included in the design approval holder's instructions for continued airworthiness.

B: False.

Question 4: For the purposes of part 21, the definition of “supplier” applies to persons at any tier in the supply chain.

A: **True.** § 21.1(b)(10) includes all such persons who provide a product, article, or service that is used or consumed in the design or manufacture of or installed on a product or article.

B: False.

ARSA Regulatory Compliance Training—Questions

Part [145](#): Repair Stations

Level 1: For anyone working in aviation

§ [145.3](#) Definition of terms.

For the purposes of [this part](#), the following definitions apply:

- (a) *Accountable manager* means the person designated by the certificated repair station who is responsible for and has the authority over all repair station operations that are conducted under [part 145](#), including ensuring that repair station personnel follow the regulations and serving as the primary contact with the FAA.
- (b) *Article* means an aircraft, airframe, aircraft engine, propeller, appliance, or component part.
- (c) *Directly in charge* means having the responsibility for the work of a certificated repair station that performs maintenance, preventive maintenance, alterations, or other functions affecting aircraft airworthiness. A person directly in charge does not need to physically observe and direct each worker constantly but must be available for consultation on matters requiring instruction or decision from higher authority.
- (d) *Line maintenance* means —
 - (1) Any unscheduled maintenance resulting from unforeseen events; or
 - (2) Scheduled checks that contain servicing and/or inspections that do not require specialized training, equipment, or facilities.

Question 1: *The accountable manager has authority over repair station operations performed on military aircraft.*

A: True.
B: False.

Question 2: *In order to be a “directly in charge,” the person responsible for the repair station’s work must constantly physically observe and direct each worker.*

A: True.
B: False.

Question 3: *For the purposes of part [145](#), an aircraft is considered an “article.”*

A: True.
B: False.

Question 4: *Line maintenance includes any unscheduled maintenance resulting from unforeseen events.*

A: True.
B: False.

Name and/or
Identification

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

Date

Date Test was
Completed

Score

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

Hours

Time Credited for Test

Approved by

Signature of Supervisor or Person Administering Test

ARSA Regulatory Compliance Training—Answers

Part [145](#): Repair Stations

Level 1: For anyone working in aviation

§ [145.3](#) Definition of terms.

For the purposes of [this part](#), the following definitions apply:

- (a) *Accountable manager* means the person designated by the certificated repair station who is responsible for and has the authority over all repair station operations that are conducted under [part 145](#), including ensuring that repair station personnel follow the regulations and serving as the primary contact with the FAA.
- (b) *Article* means an aircraft, airframe, aircraft engine, propeller, appliance, or component part.
- (c) *Directly in charge* means having the responsibility for the work of a certificated repair station that performs maintenance, preventive maintenance, alterations, or other functions affecting aircraft airworthiness. A person directly in charge does not need to physically observe and direct each worker constantly but must be available for consultation on matters requiring instruction or decision from higher authority.
- (d) *Line maintenance* means —
 - (1) Any unscheduled maintenance resulting from unforeseen events; or
 - (2) Scheduled checks that contain servicing and/or inspections that do not require specialized training, equipment, or facilities.

Question 1: *The accountable manager has authority over repair station operations performed on military aircraft.*

A: True.

B: False. Under § [145.3\(a\)](#), the definition of “accountable manager” gives that person authority over operations conducted under [part 145](#). While contracts may stipulate performance of work on military aircraft according to 14 CFR, and the accountable manager may oversee this work as well, for the purpose of the aviation safety rules this work is not performed under [145](#).

Question 2: *In order to be a “directly in charge,” the person responsible for the repair station’s work must constantly physically observe and direct each worker.*

A: True.

B: False. Under § [145.3\(c\)](#), to be directly in charge, a person does not need to physically observe and direct each worker, but must be available for consultation on matters requiring instruction or decision from higher authority.

Question 3: *For the purposes of part [145](#), an aircraft is considered an “article.”*

A: True. The definition of “article” in § [145.3\(b\)](#) clearly includes “an aircraft.” Elsewhere in [14 CFR](#), aircraft are included in the definition of “products” along with an aircraft engines or propellers, see § [21.1](#), which also includes a narrow definition of “article” and only applies for the purposes of [part 21](#).

B: False.

Question 4: *Line maintenance includes any unscheduled maintenance resulting from unforeseen events.*

A: True. § [145.3\(d\)](#) describes maintenance as the result of unforeseen events as one of the two definitions of “line maintenance.” According to the definition, it can also mean scheduled checks not requiring specialized training, equipment or facilities.

B: False.