

GENERAL INSTRUCTIONS AND PROCEDURES FOR AUTHORIZATION TO OBTAIN THE FAA INSPECTOR AUTHORIZATION (IA)

This year, the annual International Aviation Safety Conference Amigos de la Aviación is scheduled to take place November 4, 2026, through November 6, 2026, in Monterrey, NL, México. **For the first time during this event, the FAA and personnel the DFW IFO will offer and provide interviews to those FAA A&P certificated mechanics who are interested and meet the requirements to obtain the FAA Inspector Authorization (IA) rating can interview for authorization to test and obtain the IA rating during the event.**

The general requirements to obtain the FAA Inspector Authorization are as per 14 CFR Part 65, Section 65.91.

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

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

The interview process will consist of the following:

The FAA Inspector conducting the interview will evaluate the applicant's ability as per the requirements of 14 CFR Part 65, section § 65.91 previously mentioned above, which includes in more detail the following.

A. Certification. The applicant must hold a current Mechanic Certificate, with both A&P ratings, that has been in effect for at least 3 years. If the Inspector is unable to determine that the applicant meets the 3-year requirement based on the Mechanic Certificate issue date or a

review of the Safety Performance Analysis System (SPAS) data, the Inspector should contact the Airmen Certification Branch (AFB-720) for verification of the original date of issue. The applicant must have been actively engaged in maintaining certificated aircraft for at least the 2-year period before applying.

B. Actively Engaged. "Actively engaged" means having an active role in exercising the privileges of an A&P Mechanic Certificate in the maintenance of certificated aircraft. Applicants who inspect, overhaul, repair, preserve, or replace parts on aircraft, or who supervise (i.e., direct and inspect) those activities, are actively engaged. Supervision of maintenance activities provides the same sort of experience the actively engaged requirement was intended to require. Accordingly, technical supervision and supervision in an executive capacity on either a full-time, part-time, or occasional basis is included in the definition of "actively engaged." The Inspector may use evidence or documentation presented by the applicant showing inspection, overhaul, repair, preservation, or replacement of parts on aircraft or supervision of these activities.

C. Maintenance Records. This evidence or documentation, when required, could include records showing performance or supervision of aircraft maintenance, documents showing approval for return to service, and/or copies of maintenance record entries to determine the type of maintenance activity performed, considering any special expertise required. The quantity of maintenance activity demonstrates if the applicant was actively engaged.

D. Fixed Base of Operation. There must be a fixed base of operation at which the applicant can be located in person or by telephone during a normal workweek. This base need not be the place where the applicant will exercise the IA.

E. Equipment, Facilities, and Data. The IA applicant must have available the equipment, facilities, and inspection data necessary to conduct proper inspection of the articles the IA applicant is intending to inspect in order to meet § 65.91(c)(4).

1) Equipment. Equipment should be available to the IA for the intended inspections that the IA will perform. Title 14 CFR part 43, § 43.13(a) states, in part, "if special equipment or test apparatus is recommended by the manufacturer involved, he must use that equipment or apparatus or its equivalent acceptable to the Administrator." If using the manufacturers' recommended equipment, this will need to be verified. If using the equivalent, this will need to be evaluated in order to be acceptable to the Administrator.

2) Facilities. A facility should be available during the inspection to provide for the proper environmental protection of the aircraft, powerplant (engine), propeller, or appliance being inspected. Consideration should be given to any adverse effect by wind, rain, temperatures, or other inhibiting elements on the product being inspected.

3) Data.

a) Evidence of FAA-required technical data can be in the form of access to the FAA's website (<https://www.faa.gov>) for technical data such as Airworthiness Directives (AD), ACs, Type Certificate Data Sheets (TCDS), and specifications. These documents are available for download

without charge. An IA applicant should be expected, during initial application or renewal, to show evidence that the applicant possesses this data and that it is current, or to show, to an Inspector's satisfaction, the ability to access this data through the FAA's website.

b) Except when conducting an inspection in accordance with an AD or airworthiness limitation (AL) under § 43.16, an IA may use manufacturer's maintenance manuals, Service Bulletins (SB), or other methods, techniques, and practices acceptable to the Administrator. The applicable data for the particular aircraft, related parts, or appliances must be available, so the IA applicant needs to know where to find and obtain such data for the inspection.

Once the applicant has successfully completed the interview and meets the criteria listed above, the Inspector authorizes the applicant to take the IAR Knowledge Test by signing two completed FAA Form 8610-1 (Mechanic's Application for Inspector Authorization) after the Inspector collects the required fees as per Part 187.

NOTE: In accordance with FAA AC 187-1V (or as revised), there is a fee of \$1049.00 USD, for granted initial IA authorization to test. The fee must be paid in full (credit card through Pay.Gov) after completion of the interview and prior to issuing and signing the FAA Form 8610-1.

ADDITIONALLY, remember that the FAA Form 8610-1 Authorization once signed by the FAA Inspector, it's only valid for 30 days.

The knowledge test establishes the applicant's ability to read, understand, interpret, and apply the regulations, policies, and procedures set forth in FAA publications. The Inspector should discuss the following test procedures with the applicant, ensuring that the applicant understands the test procedures.

The Inspector will instruct the applicant to provide two original completed and signed copies of the FAA FORM 8610-1, positive proof of official identification (such as the passport) to the testing facility (PSI Services).

- There is a three-hour time to take the test once the exam starts (computer controlled)
- The test consists of 50 questions and 1 section
- The minimum passing score is 70, and if the applicant fails the test, there will be a 90-day waiting period before they may retake the test
- After 90-day waiting period, the applicant must complete two new FAA Form 8610-1 and have it endorsed by an FAA Inspector
- After completing the exam with a passing grade, the applicant must return to the original issuing inspector to receive the FAA Inspector Authorization Rating
- The IA Authorization expires March 31 of each odd-numbered year (2027, 2029 etc.) and ceases to be effective whenever the following occurs:
 - The Authorization is surrendered, suspended or revoked or
 - The holder of the IA fails to meet the renewal requirements or
 - The holder fails to meet the activity requirements described in § 65.93(a)(1) through (5); or

- The holder no longer has a fixed base of operation or no longer has the equipment, facilities, and inspection data available as required by § 65.91(c)(3) and (4)

During the event, applicants with proper authorization (FAA Form 8610-1) can take the written exams

- The exam will be provided by: PSI Testing Services but must schedule the exam on line at <https://faa.psiexams.com/FAA/login>.
- The applicant must be registered at the FAA's Integrated Airman Certification and Rating Application (IACRA) at <https://iacra.faa.gov/IACRA/Default.aspx> and have an FTN number
- The cost for each exam at PSI is \$175.00 USD

Additional information can be found at <http://www.faa.gov>