

## INSPECTOR AUTHORIZATION (IA) GUIDE

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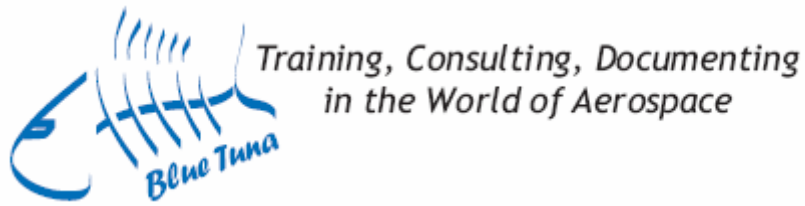
# **FAA INSPECTION AUTHORIZATION**

OR THE STORY BEHIND THE 800  
POUND GORILLA OF GENERAL  
AVIATION

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## **~~PURPOSE:~~ TO REVIEW**

- THE HISTORY OF THE "IA"
- THE "IA" REQUIREMENTS
- THE PRIVILEGES AND LIMITATIONS OF AN "IA"
- HINTS ON AVOIDING TROUBLE



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### **GOALS:**

- TO PROVIDE THE A&P/IA COMMUNITY A REVIEW OF THE REGULATIONS, DUTIES AND PRIVILEGES, OF AN “IA.”

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### **HISTORY**

- THE PREDECESSOR OF THE “IA” WAS THE D.A.M.I OR DESIGNATED AVIATION MAINTENANCE INSPECTOR.
- IN 1939 THE D.A.M.I WAS FIRST RECOMMENDED BY N.A.S.A.O.

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### ***HISTORY:***

- **N.A.S.A.O REASON:** CAA INSPECTORS WERE IN SHORT SUPPLY WITH THE INCREASE OF THE CIVIL PILOT TRAINING PROGRAM . THERE WERE DELAYS OF UP TO A YEAR TO CERTIFY A MAJOR REPAIR ON A GA AIRCRAFT

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### ***HISTORY:***

- IN 1939 CAA ALLOWED PRIVATE MECHANICS TO JOIN PHYSICIANS ON THE LIST OF DESIGNEES . THEY WERE AUTHORIZED TO APPROVE REPAIRS TO AIRCRAFT. THE CAA DID NOT WIDELY GRANT THIS AUTHORIZATION.

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### ***HISTORY:***

- ON DEC. 17, 1940 THE CAR'S WERE CHANGED SO THE C.A.A. DIRECTOR OF SAFETY REGULATION COULD DESIGNATE EMPLOYEES OF MANUFACTURER'S OF MILITARY AIRCRAFT AS INSPECTION REPRESENTATIVE.

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### ***HISTORY:***

- THE DESIGNEE PROGRAM BECAME A PART OF THE CAA ON JAN 15, 1946.
- THE DRIVING FORCE TO SHARE REGULATORY POWER WAS CAA BUDGET CUT BACKS AFTER THE WAR.

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### ***HISTORY:***

- BY JUNE 30, 1948 THERE WERE 1,693 D.A.M.I.
- ON SEPT 29, 1950 PRESIDENT TRUMAN SIGNED AN AMENDMENT TO THE CAA ACT ALLOWING D.A.M.I. TO ISSUE AIRWORTHINESS CERTIFICATES. (ANNUAL INSP.)

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### ***HISTORY:***

- NOW THE DAMI COULD DO EVERYTHING THAT A CAA INSPECTOR COULD DO EXCEPT PROCESS VIOLATIONS OF THE CAR.
- HOWEVER A DAMI WAS ISSUED ONLY WHEN THERE WAS A NEED.

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### **HISTORY:**

- A SMALL LEGAL PROBLEM BEGAN TO DEVELOP IN THE EARLY 1950s.
- IT SEEMS THAT ACCORDING TO CIVIL LAW, IF A DAMI WAS SUED FOR LIABILITY-----SO WAS THE CAA..

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### **HISTORY:**

- ON JUNE 17, 1956 THE CAA ISSUED TWO BIG CHANGES TO THE CAR.
  1. CAR 24.43-1. THIS RULE CREATED THE INSPECTION AUTHORIZATION.
  2. CAA CANCELED THE “ANNUAL INSPECTION” REQUIREMENT.

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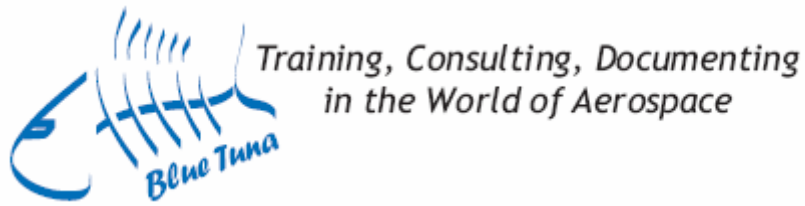
### ***HISTORY:***

- UP UNTIL 1956, ANNUAL INSPECTIONS WERE PERFORMED BY THE DAMI AND A NEW A/W CERTIFICATE WAS ISSUED.
- AT THE SAME TIME A PERIODIC INSPECTION (100 HOUR) WAS PERFORMED BY A MECHANIC.

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### ***HISTORY:***

- NOW GA OWNERS JUST HAD TO COMPLY WITH THE PERIODIC INSPECTION PERFORMED BY THE IA.
- AT THE SAME TIME ALL DAMI'S WERE GRANDFATHERED AND MADE IA'S.



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### ***HISTORY:***

- DAMI'S STILL EXIST. YOU CAN FIND THEM IN FAR 183.27.
- DAMI'S ARE ONLY AUTHORIZED TO APPROVE MAINTENANCE ON CIVILIAN AIRCRAFT USED BY MILITARY FLYING CLUBS OVERSEAS.

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### **HISTORY:**

- ON APRIL 1, 1958 THE FAA CAME INTO EXISTENCE AND THE CAR 'S WERE RECODIFIED INTO THE FAR'S.
- THE TERM "PERIODIC" INSPECTION WAS DROPPED AND REPLACED WITH THE OLD TERM : "ANNUAL INSPECTION " IN JULY 1966.



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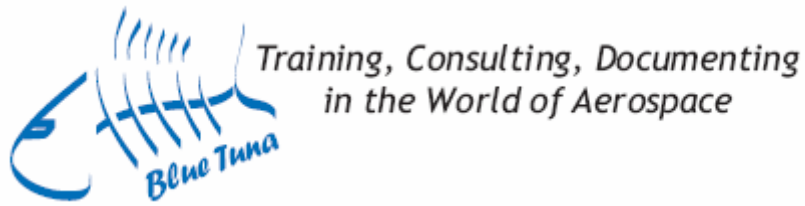
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# ***THE INSPECTION AUTHORIZATION***

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### ***WHAT IS AN IA?***

- AN “IA” IS A WALKING , TALKING, TWO LEGGED, REPAIR STATION.
- AN “IA” CAN PERFORM ANNUALS, PERFORM OR SUPERVISE PROGRESSIVES INSPECTIONS, SIGN OFF MAJOR REPAIR / MAJOR ALTERATIONS AND APPROVED DATA IN AC 43.13-1B



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***HOW MANY RULES DOES  
A MECHANIC HAVE TO  
MEET BEFORE HE OR SHE  
GETS THE IA?***

**A BILLIONIZON?**

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***THERE ARE ONLY  
FOUR RULES FOR THE IA***

- **65.91 INSPECTION AUTHORIZATION**
- **65.92 "I A" DURATION.**
- **65.93 "I A" RENEWAL.**
- **65.95 "I A" PRIVILEGES AND  
LIMITATIONS.**



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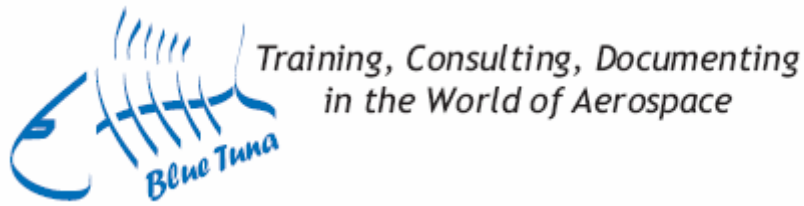
### **~~SEC: 65.91~~ INSPECTION AUTHORIZATION (IA)**

PARA (a) APPLY IN A FORM AND  
MANNER PRESCRIBED BY THE FAA.  
PARA (b) IF THE APPLICANT MEETS  
THE REQUIREMENTS HE/SHE GETS  
THE IA.---NO--- NEED REQUIREMENT!

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### **~~SEC: 65.91~~ INSPECTION AUTHORIZATION**

PARA: (c)  
(1) HOLD A CURRENT A&P FOR  
THREE YEARS (REF: 65.83)  
(2) ACTIVELY ENGAGED FOR AT  
LEAST 2 YEARS. (35 HOURS A WEEK)  
(3) FIXED BASE OF OPERATIONS  
WHERE ONE CAN BE REACHED



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### **~~SEC: 65.91~~ INSPECTION AUTHORIZATION**

PARA: (c)

(4) HAVE AVAILABLE THE DATA,  
EQUIPMENT, AND FACILITIES, TO  
PROPERLY INSPECT AIRCRAFT AND  
COMPONENT PARTS.

(5) PASS A WRITTEN TEST. (90 DAYS  
FOR A RETEST)

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### **~~SEC: 65.92~~ IA DURATION**

(a) IA EXPIRES ON MARCH 31 EACH  
YEAR. MUST HAVE THE A&P WHEN  
EXERCISING THE IA.

(b) IA CEASES WHEN:

(1) THE "IA" IS SURRENDERED,  
SUSPENDED, OR REVOKED.

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**~~SEC: 65.92~~ IA DURATION**

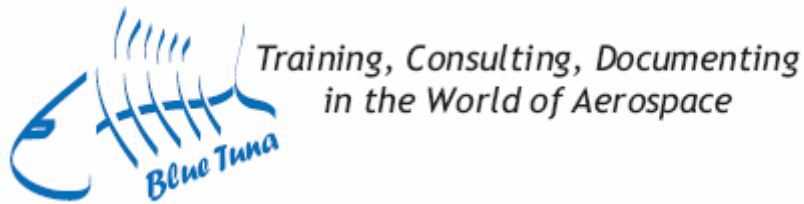
**(b)(2) THE HOLDER NO LONGER  
HAS A FIXED BASE OF  
OPERATION.**

**(b)(3) THE HOLDER NO LONGER  
HAS FACILITIES, EQUIPMENT OR  
DATA**

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**~~SEC: 65.92~~ IA DURATION**

**(c) THE HOLDER OF AN “IA” THAT  
IS SUSPENDED OR REVOKED  
SHALL RETURN THE  
AUTHORIZATION TO THE FAA.**



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### **~~SEC: 65.93~~ IA RENEWAL**

- (a) MUST MEET 65.91(c)(1) THRU (4)
- (1) PERFORMED 1 ANNUAL FOR EACH 90 DAYS THE IA WAS HELD OR:
  - (2) TWO MAJOR REPAIRS OR TWO MAJOR ALTERATIONS FOR EACH 90 DAYS THE IA WAS HELD.

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### **~~SEC: 65.93~~ IA RENEWAL**

**~~N/A IF LESS THAN 90 DAYS~~**

- (3) PERFORMED OR SUPERVISED A PROGRESSIVE INSPECTION.
- (4) ATTEND AND SUCCESSFULLY COMPLETED AN 8 HOUR COURSE ACCEPTABLE TO THE FAA.
- (5) PASSED AN FAA ORAL EXAM

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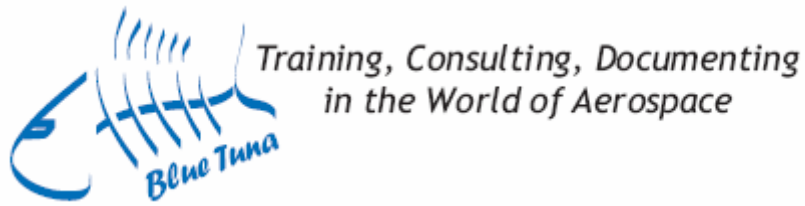
### **~~SEC: 65.95~~ PRIVILEGES AND LIMITATIONS**

- (a)(1) INSPECT AND APPROVE FOR RETURN TO SERVICE: MAJOR REPAIRS /ALTERATIONS IF THE DATA WAS “APPROVED “ BY THE FAA.
- (a)(2) PERFORM ANNUAL INSP. OR PERFORM OR SUPERVISE PROGRESSIVE INSPECTIONS.

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### **~~SEC: 65.95~~ IA PRIVILEGES AND LIMITATIONS**

- (b) THE “IA” CARD SHALL BE KEPT AVAILABLE FOR INSPECTION BY THE FAA, OR NTSB, OR STATE OR LOCAL LAW ENFORCEMENT OFFICERS.



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### **SEC: 65.95 IA PRIVILEGES AND LIMITATIONS**

**(c) IF THE "IA" CHANGES HIS/HER  
FIXED BASE OF OPERATION, THE  
"IA" CANNOT EXERCISE THE  
PRIVILEGES OF THE "IA" UNTIL THE  
NEW FSDO IS NOTIFIED IN WRITING  
OF THE CHANGE.**

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**WHERE IAs GET IN  
TROUBLE WITH THE  
FAA.**



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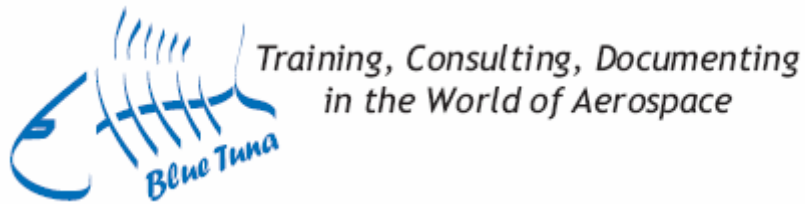
### ***TROUBLE AREAS:***

- MISSING AIRWORTHINESS DIRECTIVES.
- INCOMPLETE OR MISSING LOG BOOK ENTRIES.
- NOT COMPLYING WITH SEC:43.13
- APPROVING DATA IN AC 43.13-1B AND REF: THE WRONG CHAPTER .

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### ***TROUBLE AREAS:***

- LETTING A&P DO THE ANNUAL AND SIGNING OFF THE INSPECTION.
- NOT PROPERLY INSPECTING MAJOR ALTERATIONS (STC) IN ACCORDANCE WITH THE MANUAL FOR CONTINUOUS AIRWORTHINESS. (REF:21.50)



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### ***TROUBLE AREAS:***

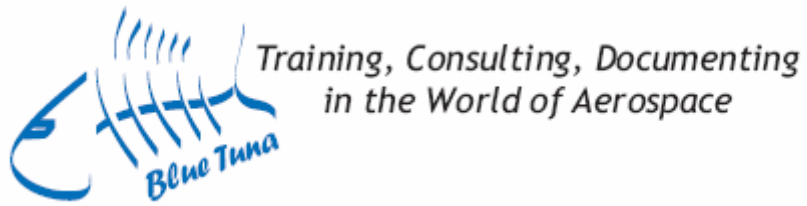
- **SIGNING OFF A FORM 337 THAT HAS “ACCEPTABLE” DATA INSTEAD OF “APPROVED.”**
- **NOT SIGNING OFF “UNAIRWORTHY” INSPECTION IN THE CUSTOMER’S MAINTENANCE RECORDS.**

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### ***TROUBLE AREAS:***

***(VERY RARE)***

- **FALSIFYING OR ALTERING A LOG BOOK OR MAINTENANCE RECORD. (SEC. 43.12)**
- **RECOMMENDING A UNQUALIFIED PERSON FOR THE A&P EXAM.**



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### **SUMMARY:**

- **HISTORY OF THE “IA” (D.A.M.I.)**
- **PRIVILEGES AND LIMITATIONS OF THE “IA.”**
- **TROUBLE AREAS.**