Update to Airline Transport Pilot Test

July 2010

Airline Transport Pilot Test Prep 2010

ASA-TP-ATP-10

With the following changes, ASA's *Airline Transport Pilot Test Prep 2010* provides complete preparation for the FAA Airline Transport Pilot and Aircraft Dispatcher Knowledge Exams. The FAA may rearrange the answer stems on your test to appear in a different order than you see in the ASA Test Prep. For this reason, be careful to fully understand the intent of each question and corresponding answer while studying, rather than memorize the A, B, C associated with the correct response.

The following changes are printed in ASA's *Airline Transport Pilot Test Prep 2011*, which ships with the Computer Testing Supplement (#ASA-CT-8080-7C). The CT-8080 did not change this year; however, the FAA has added some new figures (Figure 241 and 242 in this Update) to be displayed on-screen during your test. The next test change from the FAA is expected in October 2010.

Page Number	Question Number	Correct Answer	Explanation
xiv	Test-Taking Tips		*Item #14 is added to read:* Your test will be graded immediately upon completion and your score will display on the computer screen. You will be allowed 10 minutes to review any questions you missed. You will see the question only; you will not see the answer choices or your selected response. This allows you to review the missed areas with an instructor prior to taking the Practical exam. After this review period you will receive your Airman Test Report, with the testing center's embossed seal, which reflects your score.
1-44	8206		*Question is removed.*
2-9	8206	[A]	*A new question is added to read:* ALL **8206.** (See Figure 241.) You see the indication in the figure on your PFD, but your standby indicator reads 120 knots and the power is set for 120-knot cruise in level flight. You decide the A—pitot tube may be plugged with ice or a bug. B—standby indicator is defective because there is no red 'X' on the speed tape display. C—airspeed means attitude is incorrect. The airspeed indicator on the PFD is indicating a TAS of 64 knots. If this instrument had failed, the numbers would be replaced with a large red X. The stand-by airspeed indicator reading 120 knots suggests this instrument is working fine. The line coming out of the pitot tube splits to feed multiple instruments. The most likely culprit is a bug or ice blockage occurring past the split, in the line that feeds the Air Data Computer (ADC) for the PFD. This would allow the stand-by gauge to work properly, but cause the ASI on the PFD to give a false indication. True Airspeed is calculated in the ADC by correcting CAS with OAT probe data, so this explains why the TAS is correspondingly low. The pitot lines need to be cleared; applying pitot heat may or may not help at this point. (PLT524) — FAA-H-8083-6 Answer (B) is incorrect because you cannot assume the standby is failed if you have cruise power and level attitude; the red Xs appear on the speed tape when the ADC fails or when one of the pressure transducers fail. Answer (C) is incorrect because an attitude instrument savvy pilot would discern attitude correctness by cross referencing other instruments and hearing the pitch of the engine would decide that power and a level attitude must be an indicator problem and have nothing to do with attitude correctness.

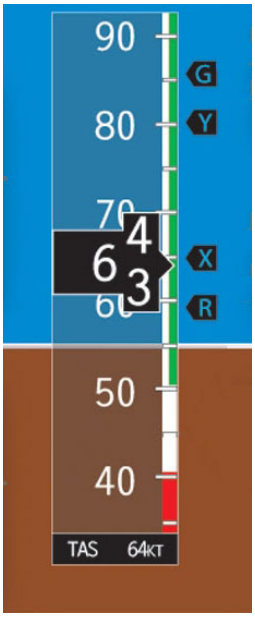

Figure 241

Page Number	Question Number	Correct Answer	Explanation
2-10	9750	[B]	*A new question is added to read:* 121, 135, RTC **9750.** With no traffic identified by TCAS, you A—can rest assured that no other aircraft are in the area. B—must continually scan for other traffic in visual conditions. C—must scan only for hot air balloons. Traffic data systems are designed to enhance "see and avoid" capabilities. Do not use traffic data systems as a substitute for visual scanning and acquisition of surrounding traffic. (PLT524) – FAA-H-8083-6 Answer (A) is incorrect because TCAS can fail or be affected by power spikes, weather and other onboard aircraft disturbances. Answer (C) is incorrect because TCAS data is supplemental to your traffic awareness for all aircraft.
2-19	9751	[A]	*A new question is added to read:* ALL **9751.** (See Figure 242.) The moving map below reflects a loss of A—position information. B—the AHRS. C—the ADC. Failure indications on the moving map can be quite subtle. The MFD in Figure 242 reflects a loss of position information, indicated by the removal of the aircraft symbol, compass labels, and other subtle differences. (PLT524) — FAA-H-8083-6 Answers (B) and (C) are incorrect because an AHRS or ADC failure would be depicted by red X's on the PFD.
2-39	9729	[C]	*The answer is changed to [C].*
4-3	Chapter Text		*Note at top of page is changed to read:* Note applicable to Chapters 4 and 5: The 135 exam focuses on the BE-1900 and the 121 exam focuses on the B-727, B-737, and DC-9.
4-26	8642-2	[A]	*The answer is changed to [A]. In step #2 of the explanation, "137,500" is changed to "136,000."*
4-57	8488	[C]	*In step #3 of the explanation, "9,000 feet" is changed to "9,500 feet."*
5-37	8791	[C]	*The explanation is changed to read:* 1. *Determine the area.* *78.9 x 98.7 ÷ 144 = 54.08 square feet.* 2. *Determine the total weight.* *9,681.5 + 54 + 161 = 9,896.5* 3. *Determine the minimum floor load limit.* *9,896.5 ÷ 54.08 = 183.00 lbs/sq ft.* *(PLT121) — FAA-H-8083-1*

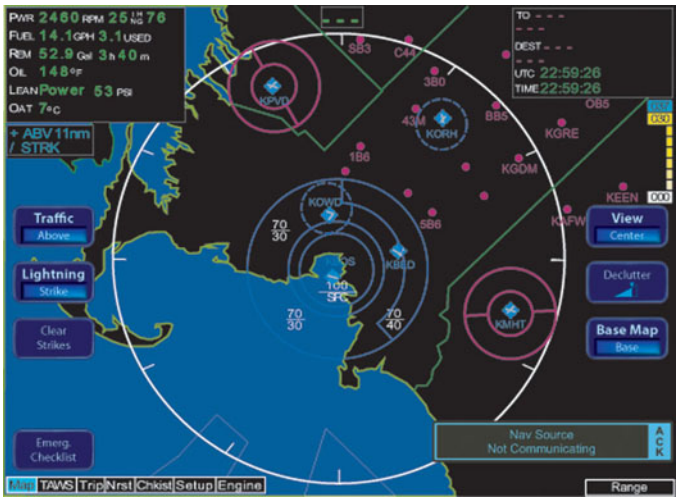

Figure 242

Page Number	Question Number	Correct Answer	Explanation
5-37	8844	[A]	*The explanation is changed to read:* *1. Determine the area.* *39 x 37 ÷ 144 = 10.02 sq ft.* *2. Determine the total weight.* *1,094.3 + 21 + 37 = 1,152.3* *3. Determine the minimum floor load limit.* *1,152.3 ÷ 10.02 = 114.99 lbs/sq ft.* *(PLT121) — FAA-H-8083-1*
5-38	8845	[C]	*The explanation is changed to read:* *1. Determine the area.* *37.5 x 35 ÷ 144 = 9.12 sq ft.* *2. Determine the total weight.* *1,255.4 + 23 + 34 = 1,312.4* *3. Determine the minimum floor load limit.* *1,312.4 ÷ 9.12 = 143.99 lbs/sq ft.* *(PLT121) — FAA-H-8083-1*
5-38	8846	[B]	*The explanation is changed to read:* *1. Determine the area.* *48.5 x 33.5 ÷ 144 = 11.28 sq ft.* *2. Determine the total weight.* *786.5 + 27 + 44 = 857.5* *3. Determine the minimum floor load limit.* *857.5 ÷ 11.28 = 76.00 lbs/sq ft.* *(PLT121) — FAA-H-8083-1*
5-38	8847	[B]	*The explanation is changed to read:* *1. Determine the area.* *116.8 x 87.7 ÷ 144 = 71.13 sq ft.* *2. Determine the total weight.* *12,262.4 + 49 + 137 = 12,448.4* *3. Determine the minimum floor load limit.* *12,448.4 ÷ 71.13 = 175.00 lbs/sq ft.* *(PLT121) — FAA-H-8083-1*
5-38	8848	[C]	*The explanation is changed to read:* *1. Determine the area.* *78.9 x 98.7 ÷ 144 = 54.08 sq ft.* *2. Determine the total weight.* *9,681.5 + 54 + 161 = 9,896.5* *3. Determine the minimum floor load limit.* *9,896.5 ÷ 54.08 = 183.00 lbs/sq ft.* *(PLT121) — FAA-H-8083-1*
6-26	9737	[A]	*The explanation is changed to read:* When ATC clears an aircraft to "taxi to" an assigned takeoff runway, the absence of holding instructions does not authorize the aircraft to "cross" all runways which the taxi route intersects except the assigned takeoff runway. A clearance must be obtained prior to crossing any runway. It does not include authorization to "taxi onto" or "cross" the assigned takeoff runway at any point. You should taxi and hold short of runway 16, which is position 5. (PLT141) — AIM 4-3-18

Page Number	Question Number	Correct Answer	Explanation
8-26	9752	[A]	*A new question is added to read:* ALL **9752.** Pilots should check for ice accumulation prior to flight by A—using a flashlight to reflect off a white wing. B—using ice detection lights. C—feeling the control surface, especially the leading edges. Early ice detection is critical and is particularly difficult during night flight. Use a flashlight to check for ice accumulation on the wings. (PLT493) — AC 91-51 Answer (B) is incorrect because ice detection lights are used inflight to monitor wing accumulation at night. Answer (C) is incorrect because not all control surfaces are within physical reach, particularly the tailplane.
8-26	9753	[C]	*A new question is added to read:* ALL **9753.** When icing is detected, particularly while operating an aircraft without deicing equipment, the pilot should A—fly to an area with liquid precipitation. B—fly to a lower altitude. C—leave the area of precipitation or go to an altitude where the temperature is above freezing. When icing is detected, a pilot should do one of two things, particularly if the aircraft is not equipped with deicing equipment: leave the area of precipitation or go to an altitude where the temperature is above freezing. This "warmer" altitude may not always be a lower altitude. Proper preflight action includes obtaining information on the freezing level and the above-freezing levels in precipitation areas. (PLT493) — FAA-H-8083-15 Answer (A) is incorrect because pilots should leave the area of any precipitation; even liquid precip can result in an icing scenario. Answer (B) is incorrect because a "warmer" altitude may not always be a lower altitude.
8-26	9754	[C]	*A new question is added to read:* ALL **9754.** Tailplane icing can be detected by A—a slow and steady decrease in altitude. B—flaps failing to operate. C—a sudden change in elevator force or uncommanded nose-down pitch. Since the tailplane is ordinarily thinner than the wing, it is a more efficient collector of ice. It is important the pilot be alert to the possibility of a tailplane stall, particularly on approach and landing. Any of the following symptoms, occurring singly or in combination, may be a warning of tailplane icing: elevator control pulsing, oscillations or vibrations; abnormal nose-down trim change; reduction or loss of elevator effectiveness; sudden change in elevator force; sudden uncommanded nose-down pitch. (PLT493) — FAA-H-8083-15 Answer (A) is incorrect because tailplane ice or a taiplane stall typically results in a rapid change in pitch. Answer (B) is incorrect because flaps may operate even with tailplane icing, further aggravating or initiating a stall.
8-26	9755	[C]	*A new question is added to read:* ALL **9755.** If tailplane icing or a tailplane stall is detected, the pilot should A—lower the flaps to decrease airspeed. B—decrease power to V_{FE}. C—retract flaps and increase power. If a tailplane stall is suspected, the pilot should immediately retract flaps to the previous setting and apply appropriate nose-up elevator pressure; increase airspeed appropriately for the reduced flap extension setting; apply sufficient power for aircraft configuration and conditions; make nose-down pitch changes slowly; and if a pneumatic deicing system is used, operate the system several times in an attempt to clear the tailplane of ice. (PLT493) — FAA-H-8083-15 Answer (A) is incorrect because flaps should not be used if tailplane ice is suspected. Answer (B) is incorrect because power should be increased if tailplane ice is suspected.

Page Number	Question Number	Correct Answer	Explanation
8-26	9756	[B]	*A new question is added to read:* ALL **9756.** If icing is suspected on an airplane equipped with deicing equipment, the pilot should A—first confirm ice with the ice light prior to deploying the pneumatic boots. B—operate the pneumatic deicing system several times to clear the ice. C—operate the pneumatic deicing system once to allow time for the ice removal. Pneumatic boots are one method capable of removing ice from an aircraft surface. This system is commonly used on smaller aircraft and usually provides ice removal for the wing and tail section by inflating a rubber boot. (PLT493) — FAA-H-8083-15 Answer (A) is incorrect because the deicing system should be used as soon as icing is suspected. Answer (C) is incorrect because the pneumatic boots should be inflated/deflated several times to try to remove the ice.
8-26	9757	[B]	*A new question is added to read:* ALL **9757.** The first place ice is likely to form on an aircraft is the A—wings. B—tailplane. C—windshield. Small and/or narrow objects are the best collectors of droplets and ice up most rapidly. This is why a small protuberance within sight of the pilot can be used as an "ice evidence probe." It is generally one of the first parts of the airplane on which an appreciable amount of ice forms. An aircraft's tailplane is a better collector than its wings, because the tailplane presents a thinner surface to the airstream. (PLT493) — FAA-H-8083-15 Answer (A) is incorrect because the wings are thicker than the tailplane so not as likely to first build up with ice. Answer (C) is incorrect because the windshield does not protrude into the airstream as much as the control surfaces, so it is less likely than the tailplane to develop ice.
8-52	9758	[C]	*A new question is added to read:* ALL **9578.** When are severe weather watch bulletins (WW) issued? A—Every 12 hours as required. B—Every 24 hours as required. C—Unscheduled and issued as required. A severe weather watch bulletin (WW) defines areas of possible severe thunderstorms or tornado activity. They are unscheduled and are issued as required. (PLT316) — AC 00-45