



Update to Private Pilot Test

Private Pilot Test Prep 2010

July 2010

ASA-TP-P-10

With the following changes, ASA's *Private Pilot Test Prep 2010* provides complete preparation for the FAA Private and Recreational Pilot 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 *Private Pilot Test Prep 2011*, which ships with the Computer Testing Supplement (#ASA-CT-8080-2E). No figures changed this year. The next test change from the FAA is expected in October 2010.

Page Number	Question Number	Correct Answer	Explanation
xviii	Test-Taking Tips		<i>Item #14 is added to read:</i> 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.
4-16	Chapter Text		<i>Under heading Glider Towing, change "12 months" to "24 months."</i>
4-16	3037	[C]	<i>In the question and explanation, change "12 months" to "24 months."</i>
4-26	Chapter Text		<i>The second paragraph under heading Parachutes, is changed to read:</i> If the parachute is of the chair type, it must have been packed by a certificated and appropriately-rated parachute rigger within the preceding 180 days.
4-26	3171	[C]	<i>Change the answer stems and explanation to read:</i> A—60 days. B—90 days. C—180 days. No pilot of a civil aircraft may allow a parachute that is available for emergency use to be carried in that aircraft unless, if a chair type, it has been packed by a certificated and appropriately-rated parachute rigger within the preceding 180 days. (PLT405) — 14 CFR §91.307
4-26	3172	[B]	<i>The answer and explanation are changed to read:</i> No pilot of a civil aircraft may allow a parachute that is available for emergency use to be carried in that aircraft unless, if a chair type, it has been packed by a certificated and appropriately-rated parachute rigger within the preceding 180 days. (PLT405) — 14 CFR §91.307

Page Number	Question Number	Correct Answer	Explanation
4-45	Chapter Text		<p><i>Under heading ADs, ACs, and NOTAMs, the 4th paragraph is changed to read:</i></p> <p>Notices to Airmen (NOTAMs) provide the most current information available. They provide time-critical information on airports and changes that affect the national airspace system and are of concern to instrument flight rule (IFR) operations. NOTAM information is classified into four categories: NOTAM (D) or distant, Flight Data Center (FDC) NOTAMs, pointer NOTAMs, and military NOTAMs.</p> <p>NOTAM-Ds are attached to hourly weather reports and are available at flight service stations (AFSS/FSS). FDC NOTAMs are issued by the National Flight Data Center and contain regulatory information, such as temporary flight restrictions or an amendment to instrument approach procedures.</p> <p>Pointer NOTAMs highlight or point out another NOTAM, such as an FDC or NOTAM (D). This type of NOTAM will assist pilots in cross-referencing important information that may not be found under an airport or NAVAID identifier. Military NOTAMs pertain to U.S. Air Force, Army, Marine, and Navy NAVAIDs/airports that are part of the NAS.</p> <p>NOTAM-Ds and FDC NOTAMs are contained in the Notices to Airmen publication, which is issued every 28 days. Prior to any flight, pilots should check for any NOTAMs that could affect their intended flight.</p>
4-46	3999	[A]	<p><i>The explanation for incorrect answers is removed and answer stem C is changed to read:</i></p> <p>C—FDC NOTAMs</p>
5-8	3778-2	[C]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p>3778-2. When turning onto a taxiway from another taxiway, what is the purpose of the taxiway directional sign?</p> <p>A—Indicates direction to take-off runway. B—Indicates designation and direction of exit taxiway from runway. C—Indicates designation and direction of taxiway leading out of an intersection.</p> <p>The taxiway directional sign identifies the designation(s) of the intersecting taxiway(s) leading out of the intersection that a pilot would normally be expected to turn onto or hold short of. (PLT141) — AIM ¶2-3-10</p> <p>Answer (A) is incorrect because this is the purpose of the runway location sign. Answer (B) is incorrect because this is the purpose of the destination sign.</p>
5-8	3778-3	[C]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p>3778-3. (Refer to Figure 65.) Which symbol indicates a taxiway/taxiway intersection hold position marking?</p> <p>A—B. B—D. C—E.</p> <p>Symbol “E” indicates a taxiway/taxiway hold marking. (PLT141) — AIM ¶2-3-4</p> <p>Answer (A) is incorrect because “B” is a stop bar/ILS hold marking. Answer (B) is incorrect because “D” is a hold marking for land and hold short operations.</p>
5-8	3957	[A]	<p><i>The explanation is changed to read:</i></p> <p>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. (PLT3957) — AIM ¶4-3-18</p>
8-14	3723	[B]	<p><i>In the explanation, step 2, change “1154,120.5” to “154,120.5.”</i></p>
8-23	3394	[B]	<p><i>The explanation for incorrect answers is changed to read:</i></p> <p>Answer (A) is incorrect because an increase in barometric pressure would decrease density altitude. Answer (C) is incorrect because a decrease in relative humidity would decrease density altitude.</p>

Page Number	Question Number	Correct Answer	Explanation
11-3	Chapter Text		<p><i>Under heading Phraseology, Techniques, and Procedures, 6th paragraph is changed to read:</i></p> <p>At airports with operating air traffic control towers (ATCT), approval must be obtained prior to moving an aircraft onto the movement area. Ground control frequencies are provided to reduce congestion on the tower frequency. They are used for issuance of taxi information, clearances and other necessary contacts. If instructed by ground control to “taxi to” a particular runway, the pilot must stop prior to crossing any runway. A clearance must be obtained prior to crossing any runway.</p>
11-8	3812	[B]	<p><i>The answer is changed to [B] and the explanation is changed to read:</i></p> <p>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 runway 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 on to” or “cross” the assigned takeoff runway at any point. (PLT502) — AIM ¶4-3-18</p>
11-15	3819	[B]	<p><i>The explanation is changed to read:</i></p> <p>ELTs transmit an audio tone on 121.5, 243.0, and 406 MHz. (PLT402) — AIM ¶6-2-5</p>



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