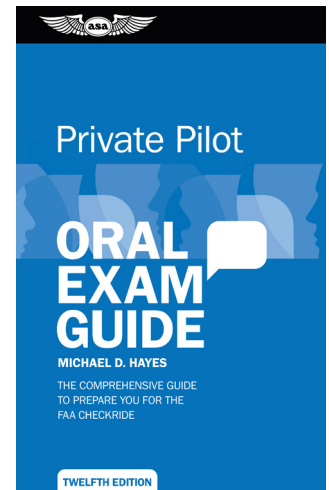


UPDATE

Private Pilot Oral Exam Guide

With the following revisions, the *Private Pilot Oral Exam Guide*, 12th Edition by Michael Hayes (published in 2020) provides comprehensive preparation for the FAA Oral Exam for the Private Pilot Certificate. Be sure to check out the Reader Resources page for this book to ensure you have all available information to prepare for your checkride: asa2fly.com/reader/oegp



Page 1-11, question 2, change Note URL to read:

https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/aam/ame/guide/pharm/dni_dnf/

Page 3-12, question 4, change first paragraph of the answer to read:

Standard briefing—Request when you are planning a flight and you have not received a previous briefing or have not received preliminary information through online resources.

Page 3-13, question 5, in answer, change item h. and j. to read:

- h. Notices to Air Missions (NOTAMs).
- j. Pilots may obtain the following from FSS briefers upon request: information on special use airspace (SUA) and SUA-related airspace, including alert areas, MOAs, MTRs (IFR, VFR, VR, and SR training routes), warning areas, and ATC assigned airspace (ATCAA); a review of airway NOTAMs, procedural NOTAMs, and NOTAMs that are general in nature and not tied to a specific airport/facility; approximate density altitude data; information on air traffic services and rules; customs/immigration procedures; ADIZ rules; search and rescue; GPS RAIM availability and other assistance as required.

Page 3-13, question 6, change reference to read:

(AIM 7-1-9)

Page 3-14, question 7, change reference to read:

(AC 00-24, AIM 7-1-9)

Page 3-16, question 3, change reference to read:

(AIM 7-1-10)

Page 3-27, question 2, change reference to read:

(AIM 7-1-18)

Page 3-27, question 3, change reference to read:

(AIM 7-1-28)

Page 3-27, question 5, change reference to read:

(AIM 7-1-24)

Page 6-6, question 10, in answer, add item e. to read:

e. PBN (performance-based navigation) includes RNP.

Page 6-7, question 14, change question and answer to:

14. How are Standard Service Volumes (SSVs) for VOR NAVAIDS classified? (AIM 1-1-9)

Terminal (T), Low Altitude (L), High Altitude (H), VOR Low (VL), and VOR High (VH).

Page 6-7, question 15, update chart to reflect new service volumes:

SSV Designator	Altitude and Range Boundaries
T (Terminal)	From 1,000 feet above transmitter height (ATH) up to and including 12,000 feet ATH at radial distances out to 25 NM.
L (Low Altitude)	From 1,000 feet ATH up to and including 18,000 feet ATH at radial distances out to 40 NM.
H (High Altitude)	From 1,000 feet ATH up to and including 14,500 feet ATH at radial distances out to 40 NM. From 14,500 feet ATH up to and including 60,000 feet at radial distances out to 100 NM. From 18,000 feet ATH up to and including 45,000 feet ATH at radial distances out to 130 NM.
VL (VOR Low)	From 1,000 feet ATH up to but not including 5,000 feet ATH at radial distances out to 40 NM. From 5,000 feet ATH up to but not including 18,000 feet ATH at radial distances out to 70 NM.
VH (VOR High)	From 1,000 feet ATH up to but not including 5,000 feet ATH at radial distances out to 40 NM. From 5,000 feet ATH up to but not including 14,500 feet ATH at radial distances out to 70 NM. From 14,500 feet ATH up to and including 60,000 feet at radial distances out to 100 NM. From 18,000 feet ATH up to and including 45,000 feet ATH at radial distances out to 130 NM.

Page 6-8, following question 17, add new question 18 and renumber questions 18-31:

18. What is the VOR Minimum Operation Network (VOR MON)? (AIM 1-1-3)

The VOR MON is a limited number of VORs that provide a basic conventional navigation service for operators to use if GNSS becomes unavailable. During a GNSS disruption, the MON will enable aircraft to navigate through the affected area or to a safe landing at a MON airport without reliance on GNSS.

Page 6-12, question 4, the answer is corrected to read:

13.6 gallons

Page 6-53, question 73, remove “Distant Early Warning Identification Zone” paragraph from answer.

Page 6-60, question 3, change reference to read:

(AIM 2-1-9)

Page 6-66, question 18, change answer to read:

Notices to Air Missions (NOTAM)—The NOTAM system provides pilots with time critical aeronautical information that is temporary, or information to be published on aeronautical charts at a later date, or information from another operational publication. A NOTAM is cancelled when the information is published on the chart or when the temporary condition is returned to normal status. NOTAMs may be disseminated up to 7 days before the start of activity. Pilots can access NOTAM information online via NOTAM Search at <https://notams.aim.faa.gov/notamSearch/> or from an FSS.

Page 6-67, question 20, change answer to read:

RWY, TWY, APRON, AD, OBST, NAV, COM, SVC, AIRSPACE, ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, SPECIAL, SECURITY, GPS TESTING, PBN (GPS).

Page 6-68, question 23, change reference and answer to read:

(AIM 5-1-5)

The requirements for the filing and activation of VFR flight plans can vary depending in which airspace the flight is operating. Within the continental United States, a VFR flight plan is not normally required. VFR flights (except for DOD and law enforcement flights) into an ADIZ are required to file DVFR flight plans. Flights within the Washington, DC Special Flight Rules Area (DC SFRA) have additional requirements that must be met. VFR flight to an international destination requires a filed and activated flight plan.

Page 6-68, question 24, change reference and first two sentences in answer to read:

(AIM 5-1-5)

It is strongly recommended that a VFR flight plan be filed with a FSS or equivalent flight plan filing service. Activating the flight plan ensures that you will receive VFR Search and Rescue services. When filing, pilots must use FAA Form 7233-4. An ICAO format flight plan must be used when:

Page 6-68, question 25, change reference and answer to read:

(AIM 5-1-8)

Defense VFR; VFR flights (except for DOD and law enforcement flights) into an ADIZ are required to file DVFR flight plans for security purposes. DVFR flight plans must be filed using FAA Form 7233-4.

Page 6-69, question 28, change reference and answer to read:

(FAA-H-8083-25)

Wake turbulence or wingtip vortices are created when an airplane generates lift. When an airplane generates lift, air spills over the wingtips from the high pressure areas below the wings to the low pressure areas above them. This flow causes rapidly rotating whirlpools of air called wingtip vortices or wake turbulence.

Page 6-69, question 29, change reference and answer to read:

(AIM 7-4-3, 7-4-5)

Weight, speed, wingspan, and shape of the generating aircraft's wing all govern the strength of the vortex. The vortex characteristics of any given aircraft can also be changed by extension of flaps or other wing configuring devices. However, the vortex strength from an aircraft increases proportionately to an increase in operating weight or a decrease in aircraft speed. Since the turbulence from a "dirty" aircraft configuration hastens wake decay, the greatest vortex strength occurs when the generating aircraft is heavy, clean, and slow.

Page 6-69, question 30, change reference to read:

(AIM 7-4-6)

Page 6-73, question 35, change reference to read:

(14 CFR Part 107, AIM 7-6-5)

Page 7-8, question 22, change reference to read:

(AIM 2-1-10)

Page 7-9, question 23, change reference to read:

(AIM 2-1-9)

Page 7-10, question 26, change reference to read:

(AIM 2-1-8)