



Update to Airline Transport Pilot Test

Airline Transport Pilot Test Prep 2020

September 2020

ASA-TP-ATP-20

With the following changes, ASA's *Airline Transport Pilot Test Prep 2020* provides complete preparation for the FAA ATP and Aircraft Dispatcher Knowledge Exams. This test references the *Computer Testing Supplement for Airline Transport Pilot and Aircraft Dispatcher* (FAA-CT-8080-7D).

About the Test Changes

The FAA exams are “closed tests” which means the exact database of questions is not available to the public. However, each test cycle the FAA provides a [What's New](#) document, which identifies subjects that have been removed or added to a test. This document also includes pertinent information to ensure training and testing remains correlated, which in turn promotes a reliable certification system.

The question and answer choices in this book provide a comprehensive representation of FAA questions, derived from history and experience with the airman testing process. You might see similar although not exactly the same questions on your official FAA exam. Answer stems may be rearranged from the A, B, C order you see in this book. Therefore, be careful to fully understand the intent of each question and corresponding answer while studying, rather than memorize the A, B, C answer. You may be asked a question that has unfamiliar wording; studying and understanding the information in this book and the associated reference documents will give you the tools to answer all types of questions with confidence. We invite your feedback. After you take your official FAA exam, let us know how you did. Were you prepared? Did the ASA products meet your needs and exceed your expectations? We want to continue to improve these products to ensure applicants are prepared, and become safe pilots. Send feedback to: cfi@asa2fly.com

Page Number	Question Number	Correct Answer	Explanation
1-4	9350-1	[B]	<p><i>Answer stem B is changed to read:</i></p> <p>B—an airline transport certificate with an appropriate aircraft type rating.</p>
1-56	Chapter text		<p><i>The second paragraph is changed to read:</i></p> <p>When operating at flight altitudes above FL410 each flight crewmember on flight deck duty must have an oxygen mask, within immediate reach, so designed that it can be rapidly placed on his/her face. This is commonly referred to as a “quick-donning” oxygen mask. To meet the requirements, regulations require that the mask be designed so that it can be put on the user’s face within 5 seconds. If, while operating above FL410, one pilot leaves his/her station, the other pilot must put on his/her oxygen mask.</p>
1-61	8155	[C]	<p><i>Change explanation and answer to:</i></p> <p>When operating at flight altitudes above FL410 each flight crewmember on flight deck duty must have an oxygen mask, within immediate reach, so designed that it can be rapidly placed on his/her face. This is commonly referred to as a “quick-donning” oxygen mask. To meet the requirements, regulations require that the mask be designed so that it can be put on the user’s face within 5 seconds. If, while operating above FL410, one pilot leaves his/her station, the other pilot must put on his/her oxygen mask.</p>
1-62	8187	[A]	<p><i>Answer stems A and C and the explanation are changed to read:</i></p> <p>A—FL410. C—Above FL410.</p> <p>If for any reason, at any time it is necessary for one pilot to leave the controls of the airplane when operating at flight altitudes above FL410, the remaining pilot at the controls shall put on and use his or her oxygen mask until the other pilot has returned to their duty station.</p>

Page Number	Question Number	Correct Answer	Explanation
2-17	9258	[B]	<i>The question category is changed to read ATM, ATS, RTC</i>
2-17	9783	[C]	<i>The question category is changed to read ATM, ATS, RTC</i>
2-17	9783-1	[B]	<i>The question category is changed to read ATM, ATS, RTC</i>
2-17	9784	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-17	8135	[C]	<i>The question category is changed to read ATM.</i>
2-41	9310	[B]	<p><i>A question is added to read:</i></p> <p>ALL</p> <p>9310. An aircraft not equipped with DME/DME experiences a Global Navigation Satellite System (GNSS) disruption while en route. The flight crew will need to navigate using</p> <p>A—RNAV. B—VOR MON. C—GPS.</p> <p>VOR Minimum Operational Network (MON) provides 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. (PLT354, AA.I.E.K3) — AIM ¶1-1-3</p> <p>Answer (A) is incorrect because in the event of a GNSS disruption only an aircraft that carries DME/DME equipment can use RNAV which provides a backup to continue flying Performance Based Navigation (PBN). Answer (C) is incorrect because a GNSS disruption will not allow for GPS navigation.</p>
2-41	8837	[A]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p>8837. Outside the Western U.S. Mountainous Area, the VOR MON will provide nearly continuous navigation signal coverage across the national airspace system an altitude of</p> <p>A—5,000 feet AGL. B—5,000 feet MSL. C—10,000 feet MSL.</p> <p>Use of the MON will provide nearly continuous VOR signal coverage at 5,000 feet AGL across the NAS, outside of the Western U.S. Mountainous Area (WUSMA). There is no plan to change the NAVAID and route structure in the WUSMA. (PLT354, AA.I.E.K3) — AIM ¶1-1-3</p>
2-41	8839	[B]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p>8839. Over the contiguous U.S., the VOR MON assures that a MON airport will be available within how many miles of the aircrafts position?</p> <p>A—80 NM. B—100 NM. C—120 NM.</p> <p>The VOR MON will ensure that regardless of an aircraft's position in the contiguous U.S. (CONUS), a MON airport (equipped with legacy ILS or VOR approaches) will be within 100 NM. (PLT354, AA.I.E.K3) — AIM ¶1-1-3</p>
2-42	Chapter text		<p><i>A new section of chapter text is added to read:</i></p> <p>Automatic Dependent Surveillance – Broadcast (ADS-B)</p> <p>As of January 1, 2020, aircraft operating in airspace previously requiring the use of a transponder will be required to have an Automatic Dependent Surveillance – Broadcast (ADS-B) system that includes a certified position source capable of meeting requirements defined in 14 CFR §91.227. For</p>

altitudes below FL180 this system can be either a 1090-ES or Universal Access Transceiver (UAT). Operations in Class A airspace require the use of extended squitter ADS-B and Traffic Information Services – Broadcast (TIS-B) equipment operating on the radio frequency of 1090 MHz. This equipment is simply referred to as 1090-ES.

ADS-B Out is a function of an aircraft's avionics that periodically broadcasts the aircraft's three-dimensional position and velocity along with additional identifying information prescribed by §91.227. If the aircraft is equipped with ADS-B Out, it must be operated in transmit mode at all times. At any time, the pilot of an aircraft with inoperable ADS-B equipment may request a deviation from the ATC facility that has jurisdiction over the airspace for flight to the ultimate destination airport, including any intermediate stops, or to proceed to a place where suitable repairs can be made.

2-42	9944	[A]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p>9944. Flight operations conducted in Class A airspace require the aircraft be equipped with a</p> <p>A—Extended Squitter ADS-B operating on radio frequency 1090 MHz. B—Universal Access Transceiver ADS-B operating on the frequency of 978 MHz. C—Extended Squitter ADS-B operating on radio frequency 978 MHz.</p> <p>Extended squitter ADS-B operates on radio frequency 1090 MHz. (PLT354, AA.I.A.K9) — 14 CFR §91.225</p> <p>Answer (B) is incorrect because this equipment is only allowed for operations below FL180. Answer (C) is incorrect because, for operations in Class A airspace, the ADS-B must operate on radio frequency 1090 MHz.</p>
2-42	9945	[B]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p>9945. Operations at and above FL180 require the use of what onboard avionics equipment?</p> <p>A—Flight Information Services – Broadcast and Automatic Dependent Surveillance – Broadcast. B—Traffic Information Services – Broadcast and Automatic Dependent Surveillance – Broadcast. C—Traffic Information Services – Broadcast and Flight Information Services – Broadcast.</p> <p>Operation at and above FL180 in Class A airspace require the use of Automatic Dependent Surveillance – Broadcast (ADS-B) and Traffic Information Services – Broadcast (TIS-B) equipment. (PLT354, AA.I.A.K9) — 14 CFR §91.227</p>
2-42	9946	[A]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p>9946. Requests for deviations for inoperable ADS-B equipment may be made to</p> <p>A—the ATC facility having jurisdiction over the airspace at any time. B—the ATC facility having jurisdiction over the airspace at least 1-hour prior. C—the Federal Aviation Administration 24 hours before the scheduled operation.</p> <p>Requests for deviations for inoperable ADS-B equipment may be made at any time to the ATC facility having jurisdiction over the airspace. (PLT354, AA.I.A.K9) — 14 CFR §91.225</p>
2-43	8905	[C]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-43	8906	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-43	9421	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-43	9421-1	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-44	8901-1	[C]	<i>A new question is added to read:</i>

Page Number	Question Number	Correct Answer	Explanation
			<p>ALL</p> <p>8901-1. What is the advantage of HIRL or MIRL on a VFR runway as compared to an IFR Runway?</p> <p>A—Yellow lights replace white on the last 2,000 feet or half of the runway length. B—Lights are spaced closer together. C—Runway edge lights are white.</p> <p>Runway edge lights (HIRL or MIRL) are white on VFR runways. On IFR runways, the HIRL or MIRL lights are amber on the last 2,000 feet or half the runway length, whichever is less, to indicate a caution zone for landing. (PLT148, AA.II.C.K3) — AIM ¶ 2-1-4</p>
2-44	9422	[C]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-44	9735	[C]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-44	9735-1	[C]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-44	9735-2	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-44	9735-3	[C]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-45	8902	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-45	8722	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-45	8903	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-45	8904	[C]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-45	8907	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-45	8907-1	[C]	<p>A new question is added to read:</p> <p>ALL</p> <p>8907-1. Runway centerline lights as seen from the flight deck begin to alternate white and red in the last</p> <p>A—1,000 feet of runway distance remaining. B—2,000 feet of runway distance remaining. C—3,000 feet of runway distance remaining.</p> <p>Runway centerline lights as seen from the approach end of the runway are white until the last 3,000 feet of the runway. The white lights begin to alternate red for the next 2,000 feet, and for the last 1,000 feet of the runway, all centerline lights are red. (PLT141, AA.VI.F.K2) — AIM ¶2-1-5</p>
2-46	8922	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-46	8923	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-46	8924	[C]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-46	8925	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-46	8926	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>

Page Number	Question Number	Correct Answer	Explanation
2-46	8927	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-46	8928	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-47	8929	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-47	8930	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-47	8931	[C]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-47	8932	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-47	8914	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-47	8915	[C]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-48	9731	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-48	9732	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-48	9733	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-48	9734	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-48	9416-1	[C]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-48	9416-2	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-49	9423-1	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-49	8203	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-49	9764	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-50	9785	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-50	9785-1	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-50	9786	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-50	9786-1	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-50	9786-2	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-51	9787	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>

Page Number	Question Number	Correct Answer	Explanation
2-51	9798	[C]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-51	9799	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-51	8701	[C]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-52	9378	[C]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-53	8921	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-53	8908	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
2-54	8705	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
3-13	8380-1	[C]	<p><i>A new question is added to read:</i></p> <p>ADX 8380-1. An airplane loaded with the CG at the aft limit will</p> <p>A—fly more efficiently. B—be very unbalanced in lateral control forces. C—feel heavy in the longitudinal axis.</p> <p>The stick force gradient is low at low airspeeds; when the airplane is at low speeds, high power, and with a CG positioned near the aft limit, the “feel” for airspeed will be weak. (PLT240) — ANA</p>
3-23	8385	[A]	<i>The LSC is now (PLT305/AA.I.A.K12)</i>
3-23	8386	[A]	<i>The LSC is now (PLT305/AA.I.A.K12)</i>
3-25	8406	[C]	<i>In the question and explanation, “settling with power” is changed to read “vortex ring state.”</i>
3-25	8406-1	[B]	<p><i>A new question is added to read:</i></p> <p>RTC 8406-1. A traditional recovery from a vortex ring state condition is accomplished by</p> <p>A—increasing collective pitch. B—increasing airspeed and/or partially lowering collective pitch. C—lateral cyclic thrust combined with an increase in power and lateral antitorque thrust.</p> <p>The traditional recovery is accomplished by increasing airspeed and/or partially lowering collective pitch to exit the vortex. (PLT208) — FAA-H-8083-21</p> <p>Answer (A) is incorrect because increasing collective pitch only results in increasing the stalled area of the rotor, thereby increasing the rate of descent. Answer (C) is incorrect because this is the Vuichard recovery technique.</p>
3-25	8406-2	[A]	<p><i>A new question is added to read:</i></p> <p>RTC 8406-2. A loss of tail rotor effectiveness (LTE) is a condition that occurs when</p> <p>A—the flow of air through a tail rotor is altered in some way B—the flow of air through the main rotor is altered in some way. C—power to the tail rotor is substantially reduced or lost.</p> <p>LTE is a condition that occurs when the flow of air through a tail rotor is altered in some way, by changing the angle or speed at which the air passes through the rotating blades of the tail rotor disk. (PLT262) — FAA-H-8083-21</p>

Page Number	Question Number	Correct Answer	Explanation
4-18	8586	[B]	<p><i>Answer stem B and explanation are changed to read:</i></p> <p>B—112 and 121 knots.</p> <ol style="list-style-type: none"> 1. Start at the bottom left on Figure 470 and find 25°C. Move straight up until intersecting the sea level line. Move straight to the right until intersecting the reference line. Move diagonally up and to the right staying parallel with the lines until you intersect the 54,500 lbs line. Move directly to the right and note a V_R speed of 121 knots. 2. Continue to the right until intersecting the reference line. Move diagonally down and to the left in parallel with the lines until intersecting the 0.93 V_1/V_R ratio line. Move directly to the right and note a V_1 of 112 knots.
4-18	8587	[C]	<p><i>Answer stem C and the explanation are changed to read:</i></p> <p>C—135 and 137 knots.</p> <ol style="list-style-type: none"> 1. Start at the ISA+30°C point in the middle left portion of Figure 470. Move down and to the right until intersecting the 4,500 foot line. Move straight to the right until intersecting the reference line. Move diagonally up and to the right staying parallel with the lines until you intersect the 64,000 lbs line. Move directly to the right and note a V_R speed of 137 knots. 2. Continue to the right until intersecting the reference line. Move diagonally down and to the left in parallel with the lines until intersecting the 0.98 V_1/V_R ratio line. Move directly to the right and note a V_1 of 135 knots.
4-19	9867		<i>This question has been removed.</i>
4-32	8935	[B]	<p><i>Answer stem B is changed to read:</i></p> <p>B—99 knots.</p>
4-35	8742	[A]	<i>The question category is changed to read ATM.</i>
4-35	8743	[C]	<i>The question category is changed to read ATM.</i>
4-59	9936	[C]	<p><i>The correct answer is changed to C, and answer stem C and the explanation are changed to read:</i></p> <p>C—5,700 feet.</p> <p>On Figure 478, start at the bottom of the chart and find the intersecting point of 5°C and an altitude of 5,355 feet. Move straight up until you hit the first reference line and then follow the arching line until you intersect a weight of 57,000 pounds. Move straight up to the second reference line. Note that the reference line also intersects a V_1/V_R of 1.0, so from here you can move straight up to determine an accelerate-stop distance of approximately 5,700 feet.</p>
5-8	8579	[C]	<i>The question category is changed to read ATM, ATS.</i>
5-9	8581	[B]	<i>The question category is changed to read ATM, ATS.</i>
5-10	8577	[A]	<i>The question category is changed to read ATM, ATS.</i>
5-14	8439	[B]	<i>The question category is changed to read ATS.</i>
5-15	8440	[C]	<i>The question category is changed to read ATS.</i>
5-15	8441	[A]	<i>The question category is changed to read ATS.</i>

Page Number	Question Number	Correct Answer	Explanation
5-16	8442	[C]	<i>The question category is changed to read ATS.</i>
5-16	8443	[B]	<i>The question category is changed to read ATS.</i>
5-18	8449	[A]	<i>The question category is changed to read ATS.</i>
5-18	8450	[C]	<i>The question category is changed to read ATS.</i>
5-19	8451	[B]	<i>The question category is changed to read ATS.</i>
5-19	8452	[A]	<i>The question category is changed to read ATS.</i>
5-20	8453	[B]	<i>The question category is changed to read ATS.</i>
6-24	9737	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
6-25	9788	[B]	<i>The question category is changed to read ATM, ATS, RTC.</i>
6-25	9789	[A]	<i>The question category is changed to read ATM, ATS, RTC.</i>
6-25	9790	[A]	<i>The question category is changed to read ATM, ATS, RTC. The question is changed to read:</i> 9790. (Refer to Figure 241 and 242.) As you rolled out long on Runway 30 after landing at Long Beach (LGB), you slowed and turned left on very wide pavement and now see Taxiway D signs on both sides of your pavement. You notice your heading is about 250°. Tower is urging you to turn left on D, cross 16R/34L, then taxi to G and hold short of Runway 30. You now know you
6-25	9790-1	[A]	<i>The question category is changed to read ATM, ATS, RTC. The explanation is changed to read:</i> LGB has a hot spot when departing Runway 12 at Taxiway J with the convergence of Taxiway D. This is noted as HS 4 on the airport diagram. Refer to Figure 241 to note the description of hot spot 4.
6-36	Chapter text		<i>The first sentence of the last paragraph is changed to read:</i> ATC furnishes pilot braking action reports using the terms good, good to medium, medium, medium to poor, poor, or nil.
6-36	9055-3	[B]	<i>A new question is added to read:</i> ALL 9055-3. A Runway Condition Code (RwyCC) of 0 is used to delineate a braking action report of A—Good. B—Nil. C—Poor. Nil indicates a RwyCC of 0. (PLT144, AA.I.B.K9) — AIM ¶4-3-9 Answer (A) is incorrect because the RwyCC for Good is 5. Answer (C) is incorrect because the RwyCC for Poor is 1.

Page Number	Question Number	Correct Answer	Explanation
6-37	9055	[B]	<p><i>The question now reads:</i></p> <p>ALL</p> <p>9055. What terms or values should be used when providing a quality of braking action report to ATC?</p> <p>A—Good, Medium, Poor, and Nil. B—Good, Good to Medium, Medium, Medium to Poor, Poor, and Nil. C—0, 1, 2, 3, 4, 5, 6.</p> <p>Pilots should use these terms when providing a braking action report: good, good to medium, medium, medium to poor, poor, and nil. (PLT144, AA.I.B.K9) — AIM ¶4-3-8</p> <p>Answer (A) is incorrect because it is missing some of the descriptive terms. Answer (C) is incorrect because numbers 0 through 6 are used in runway condition reports.</p>
6-37	9055-1	[C]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p>9055-1. A runway condition code (RwyCC) will not be issued by ATC if all three segments of a runway are reporting values of</p> <p>A—0. B—5. C—6.</p> <p>When a value of 6 is reported for all three segments of a runway, ATC will not issue a RwyCC and the pilot can expect the runway to be dry with no contaminants. (PLT144, AA.I.B.K9) — AIM ¶4-3-9</p>
6-37	9055-2	[A]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p>9055-2. What information does a FICON NOTAM provide for a paved runway?</p> <p>A—Contaminant measurements. B—Braking action. C—Contaminant measurements and braking action.</p> <p>FICON NOTAMS will provide contaminant measurements for paved runways, but a FICON NOTAM for braking action will only be used for non-paved runway surfaces, taxiways, and aprons. (PLT144, AA.I.B.K9) — AIM ¶4-3-8</p>
6-50	9555	[A]	<p><i>The explanation is changed to read:</i></p> <p>The A in the triangle in the top left-hand corner of the approach chart indicates Rochester has nonstandard alternate minimums. FAA Figure 388 lists all the approaches at Rochester which have nonstandard alternate minimums. Find the Rochester minimums in the top left of FAA Figure 388. Assuming N60JB is in approach category A, B, or C, the minimums for the ILS 28 approach are 800-2. Since alternate minimums are not stated for a nonprecision approach to Runway 28, we can assume that standard alternate minimums apply.</p>
6-52	9655	[A]	<p><i>The question now references Figures 201 and 201A.</i></p>
6-53	9686	[A]	<p><i>The question now references Figure 343 and the last sentence of the explanation is deleted.</i></p>
6-54	8793	[A]	<p><i>The question is changed to read:</i></p> <p>8793. (Refer to Figures 348 and 361.) Determine the DEP CON frequency for the TUS7.GBN transition after takeoff from Rwy 11R at Tucson Intl.</p>

Page Number	Question Number	Correct Answer	Explanation
6-55	8824	[C]	<p><i>The question, answer stems, explanation, and explanation for incorrect answers are changed to read:</i></p> <p>8824. (Refer to Figure 114.) The changeover point on V8 southwest bound between HEC VORTAC and PDZ VORTAC is</p> <p>A—halfway. B—27 DME miles from HEC VORTAC. C—31 DME miles from the HEC VORTAC.</p> <p>There is a changeover point marked on the enroute chart at 31 NM from HEC VORTAC and 44 NM from PDZ VORTAC. Next to number 9 in the lower right corner of the figure note “PDZ TO HEC.” (PLT058, AA.VI.C.K1) — Enroute Low Altitude Chart</p> <p>Answer (A) is incorrect because when the changeover point is not located at the midway point, aeronautical charts will depict the location and give mileage to the radio aids. Answer (B) is incorrect because 27 DME miles from HEC VORTAC is the LUCER intersection, the flag represents a minimum crossing altitude not a changeover point.</p>
6-55	8826	[A]	<p><i>The question, answer stems, explanation, and explanation for incorrect answers are changed to read:</i></p> <p>8826. (Refer to Figure 114, Area 9.) What is the minimum altitude southwest bound on V8 at LUCER intersection?</p> <p>A—9,300 feet. B—9,000 feet. C—10,500 feet.</p> <p>The flag at LUCER intersection signifies a minimum crossing altitude of 9,300 feet for aircraft flying southwest along V8-21-282-587. The MEA on V8 SW at this intersection changes from 9,000 to 10,500 feet; aircraft must be at a minimum altitude of 9,300 feet when crossing. (PLT058, AA.VI.C.K1) — Enroute Low Altitude Chart Legend</p> <p>Answer (A) is incorrect because 9,000 feet is the MEA on V8 SW prior to reaching LUCER. Answer (B) is incorrect because 10,500 feet is the MEA on V8 SW after passing LUCER.</p>
6-55	8852-1	[A]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p>8852-1. (Refer to Legend 72 and Figure 361.) With a speed of 140 knots, what is the minimum rate of climb after taking off from Rwy 3 at TUS to reach 9,900 feet? Interpolation required.</p> <p>A—936 FPM. B—1,065 FPM. C—930 FPM.</p> <p>Using Figure 361, standard takeoff minimums for Runway 3 is 400 ft/NM. Using Legend 72 and the 140 knots provided in the question, interpolate the rate of climb by finding 400 ft/NM on the left-hand column and 140 knots on the top of the chart for the groundspeed. The minimum rate of climb is 936 FPM. (PLT058, AA.I.B.K2c) — FAA-H-8083-3</p> <p>Answer (B) is incorrect because a minimum rate of climb of 1,065 FPM is for 425ft/NM at 150 knots. Answer (C) is incorrect because a minimum rate of climb of 930 FPM is for 370 ft/NM at 150 knots.</p>
6-57	8836	[B]	<p><i>The explanation for the incorrect answers are removed, and the question, answer stems, and explanation are changed to read:</i></p> <p>8836. (Refer to Figure 273.) Straight-in minimums for a Category B aircraft on the LOC RWL 25L approach are</p> <p>A—1326-½. B—1520-½. C—1740-1.</p> <p>The straight-in approach minimums for the LOC 25L approach are an MDA of 1,520 feet and visibility of 1/2 mile at the 0.2 DME from I-RJG. (PLT083, AA.VI.C.K1) — Instrument Approach Procedure</p>
6-57	8837		<i>This question has been removed.</i>
6-57	8839		<i>This question has been removed.</i>

Page Number	Question Number	Correct Answer	Explanation
8-47	9278	[A]	<i>The LSC is now (PLT072/AA.I.C.K2)</i>
8-48	9709	[B]	<i>The LSC is now (PLT072/AA.I.C.K2)</i>
8-48	9710	[C]	<i>The LSC is now (PLT072/AA.I.C.K2)</i>
8-52	9310		<i>This question has been removed.</i>
8-54	9705		<i>This question has been removed. HIWAS has been discontinued and no longer included on FAA Knowledge Exams.</i>
8-54	9256		<i>This question has been removed. HIWAS has been discontinued and no longer included on FAA Knowledge Exams.</i>
8-54	9305	[B]	<i>The LSC is now (PLT066/AA.I.C.K2)</i>
8-55	9747	[B]	<p><i>The question, answer stems, and explanation are changed to read:</i></p> <p>ALL 9747. Volcanic Ash Advisory charts are updated every A—4 hours. B—6 hours. C—12 hours.</p> <p>Volcanic Ash Advisories (VAAs) are issued as necessary, but at least every 6 hours until such time as the volcanic ash cloud is no longer identifiable from satellite data, no further reports of volcanic ash are received from the area, and no further eruptions of the volcano are reported. (PLT514, AA.I.C.K2) — AC 00-45</p>