



Update to Airline Transport Pilot Test

Airline Transport Pilot Test Prep 2022

September 2022

ASA-TP-ATP-22

With the following changes, ASA's *Airline Transport Pilot Test Prep 2022* will prepare you for the ATP and Aircraft Dispatcher FAA Knowledge Exams. These tests continues to reference the *Airman Knowledge 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 database of questions used on the exam is not available to the public. However, the FAA identifies subjects that have been removed or added to a test, as well as pertinent information to ensure training and testing remain correlated, which, in turn, promotes a reliable certification system.

The questions 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, though not exactly the same, questions on your official FAA exam. On the test, answer choices 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. While 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 remote pilots. Send feedback to: cfi@asa2fly.com

Page Number	Question Number	Correct Answer	Explanation
Throughout			The FAA has changed the name of the NOTAM publication from “Notice to Airmen” to “Notice to Air Missions.” You may see both names while this transition takes place. The acronym NOTAM remains unchanged.
2-44	Chapter text		<p>A new paragraph is added to the end of the section titled “Airport Lighting and Marking”:</p> <p>A hot spot is a location on an airport movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary. The FAA depicts hot spots in Chart Supplements with symbols using three shapes with two distinct meanings: a circle or ellipse for ground movement hot spots and a cylinder for wrong-surface hot spots. To address wrong-surface events where an aircraft lines up to or lands on the incorrect runway, taxiway, or airport, the FAA is releasing Arrival Alert Notices (AANs) at several airports with a history of misalignment risk. AANs include graphics that visually depict the approach to a particular airport with a history of misalignment risk and language that describes the misalignment risk. AANs incorporate the standardized hot spot symbology.</p>
2-53	9787	A	<p>The correct answer, answer stems, and explanation are changed to read:</p> <p>A—circle, ellipse, or cylinder. B—circle, ellipse, or square. C—ellipse, square, or cylinder.</p> <p><i>A circle or ellipse depicts ground movement hot spots such as:</i></p> <ul style="list-style-type: none"> • hold short line infractions • approach hold issues • complex taxiway configurations • movement/nonmovement boundary area issues • tower line of sight problems • marking and signage issues. <p><i>A cylinder depicts wrong-surface hot spots, locations where an aircraft has inadvertently attempted to or actually departed or landed on the wrong surface.</i></p>

Page Number	Question Number	Correct Answer	Explanation
8-44	9272	B	<p>Question, answer stem B, and explanation are changed to read:</p> <p>9272. SPECI KGLS 131802Z 10012G21KT 060V140 2SM +SHRA SCT005 BKN035 OVC050CB 24/23 A2980 RMK RAB1757 WS TKO RW09L WSHFT 58 FROPA.</p> <p>This SPECI report at Galveston (KGLS) indicates which condition?</p> <p>B—Precipitation started at 1757.</p> <p><i>The remark "RAB1757" indicates rain began at 57 minutes past the hour.</i></p>
8-46	9242	B	<p>Answer stems and explanation are changed to read:</p> <p>A—sea-level pressure 993.6 hectopascals that has dropped .4 hectopascals in the last 6 hours.</p> <p>B—sea-level pressure 993.6 hectopascals and that an indeterminable amount of precipitation has occurred over the last 3 hours.</p> <p>C—sea-level pressure 993.6 hectopascals and that four-tenths of an inch of precipitation has fallen in the last 6 hours.</p> <p><i>The "SLP993 6////" in the Remarks section of the METAR indicates sea-level pressure 993.6 hectopascals and that an indeterminable amount of precipitation has occurred over the last 3 hours.</i></p>