



Update to Airline Transport Pilot Test

Airline Transport Pilot Test Prep 2023

September 2023

ASA-TP-ATP-23

With the following changes, ASA's *Airline Transport Pilot Test Prep 2023* 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	Description of Change
Throughout			References AC 00-6 and AC 00-45 are changed to FAA-H-8083-28.
viii			ATM test: minimum age is changed to 18 and allotted time is changed to 3.5 hours; ATS test: allotted time is changed to 2.5 hours.
1-3	Chapter text		The fourth paragraph in the section titled “Applicable Regulations” is revised to read: Part 121 operators are subdivided into five categories: commuter, on-demand, domestic, flag, and supplemental. Commuter operation means any scheduled operation that makes at least five round trips per week on at least one route between two or more points according to the published flight schedules and that is conducted with a rotorcraft or with an airplane or powered-lift aircraft that is not turbojet-powered, has 9 seats or fewer excluding crewmember seats, and has a maximum payload capacity of 7,500 pounds or less. On-demand operation means any operation for compensation or hire that carries passengers with a negotiated schedule or that uses a turbojet-powered airplane or powered-lift aircraft with 30 or fewer seats. Carriers authorized to conduct scheduled operations within the 48 contiguous states are domestic air carriers . Flag air carriers conduct scheduled operations inside and outside the 48 contiguous states. A supplemental carrier conducts its operations anywhere that its operations specifications permit but only on a nonscheduled basis. There is a sixth category, commercial operators of large aircraft , but they must comply with the rules covering supplemental carriers and the distinction is unimportant to this discussion.
1-6	9351	B	The question and explanation are changed to read: 9351. When a replacement is received for an airman’s medical certificate, for what maximum time is this document valid? <i>A person who has lost an Airman’s Certificate or a Medical Certificate, or both, may obtain a document from the FAA confirming that it was issued. The document may be carried as temporary certificate(s) for a period not to exceed 60 days.</i>

Page Number	Question Number	Correct Answer	Description of Change
2-43	Chapter text		The first sentence in the section titled “Automatic Dependent Surveillance–Broadcast (ADS-B)” is revised to read: Aircraft operating in airspace previously requiring the use of a transponder are 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.
4-3	Chapter text		The note at the beginning of the chapter is revised to read: Note applicable to Chapters 4 and 5: The ATP Single-engine exam (ATS) focuses on performance comparable to the Cessna 208 and the ATP Multi-engine exam (ATM) focuses on performance comparable to the Bombardier CRJ200 and Q400.
4-40	8730	B	The correct answer is changed to B. The last sentence of the explanation is revised to read: <i>Then move straight down and note the payload of 5,900 pounds.</i>
4-56	9894		This question has been removed.
4-56	9895		This question has been removed.
4-56	9896		This question has been removed.
4-56	9897		This question has been removed.
4-56	9898		This question has been removed.
5-3	Chapter text		The note at the beginning of the chapter is revised to read: Note applicable to Chapters 4 and 5: The ATP Single-engine exam (ATS) focuses on performance comparable to the Cessna 208 and the ATP Multi-engine exam (ATM) focuses on performance comparable to the Bombardier CRJ200 and Q400.
5-13	8434		This question has been removed.
5-13	8435		This question has been removed.
5-14	8436		This question has been removed.
5-14	8437		This question has been removed.
5-15	8438		This question has been removed.
5-19	8448		This question has been removed.

(continued)

6-4 Chapter text

Figure 6-2 is revised as shown below:

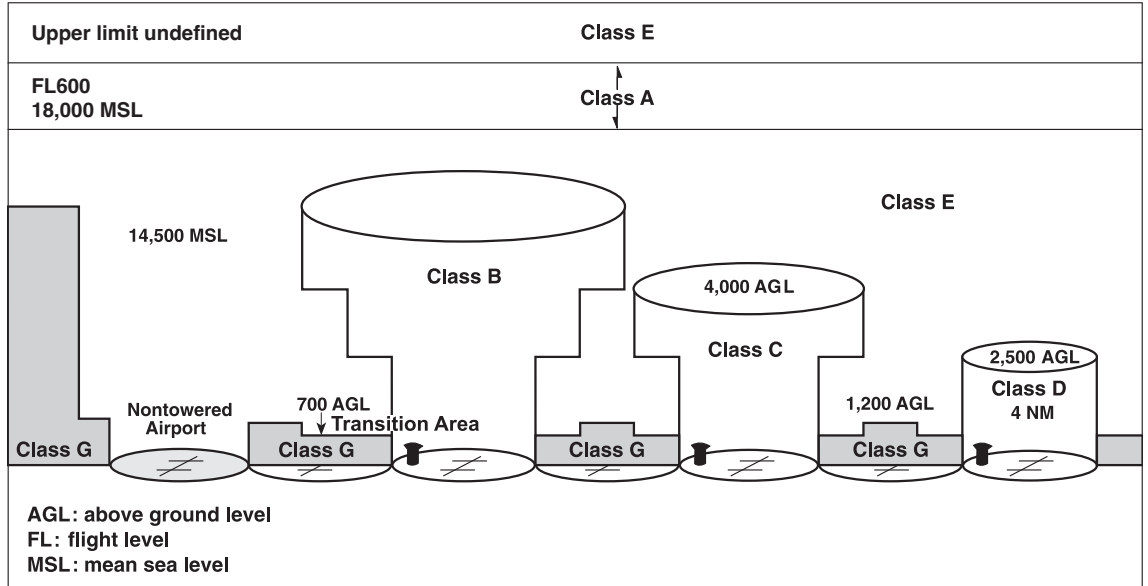


Figure 6-2. Airspace

6-54 9658

A

The question is revised to read:

9658. (Refer to Figures 185 and 185A.) The maximum gross weight that an L1011 can be operated on RWY 01L/19R at McCarran Intl is