



Update to Airline Transport Pilot Test

Airline Transport Pilot Test Prep 2024

October 2024

ASA-TP-ATP-24

With the following changes, ASA's *Airline Transport Pilot Test Prep 2024* 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
vii			FAA contact information is changed to: Federal Aviation Administration, AFS-810 Training & Certification Group, Testing Standards Section PO Box 25082 Oklahoma City, OK 73125 Email: testingstandardscomments@faa.gov
1-56	Chapter text		The first paragraph at the top of the page is changed to read: When operating at flight altitudes above FL250 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 or her face. This is commonly referred to as a quick-donning oxygen mask and the requirements state the user must be able to put on the mask with one hand and within 5 seconds.
1-61	8183	C	The explanation is revised to read: <i>When operating at flight altitudes above FL250, each flight crewmember on flight deck duty must be provided with an oxygen mask so designed that it can be rapidly placed on his or her face from its ready position, properly secured, sealed, and supplying oxygen upon demand; and so designed that after being placed on the face it does not prevent immediate communication between the flight crewmember and other crewmembers over the airplane intercom system. When not being used at flight altitudes above FL250, the mask must be kept ready for use and within immediate reach.</i>
1-62	8184	A	The explanation is revised to read: <i>A flight crewmember must be able to place a quick-donning oxygen mask on the face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand and within 5 seconds.</i>

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1-62	8155	C	<p>The explanation is revised to read:</p> <p><i>Above FL410 one pilot must wear their mask at all times. If for any reason or 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.</i></p>
1-62	8187	A	<p>The explanation is revised to read:</p> <p><i>Above FL410 one pilot must wear their mask at all times. If for any reason or 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.</i></p>
2-35	9796	B	<p>The question and explanation are revised to read:</p> <p>9796. (Refer to Figure 250.) You arrive at DUMBB for the RNAV (GPS) at CHA. Before takeoff, the preflight briefer states WAAS may be unreliable. Your avionics are good and you have full GPS service. You</p> <p>A— can descend to the LNAV MDA of 1,200 feet and 2,400 RVR due to the FSS advisory. B— descend to the LPV minima of 882 feet and 2,400 RVR in your CAT B aircraft. C— can descend to the LNAV MDA of 518 feet due to the FSS advisory.</p> <p><i>Upon commencing an approach at locations with a “WAAS MAY NOT BE AVBL” NOTAM, if the WAAS avionics indicate LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service.</i></p>
2-36	9796-1		This question has been removed.
2-39	9739	A	<p>The question and explanation are revised to read:</p> <p>9739. “MAY NOT BE AVBL,” as indicated in the following GPS NOTAMs: SFO 12/051 SFO WAAS LNAV/VNAV AND LPV MNM MAY NOT BE AVBL WEF0512182025-0512182049 means</p> <p>A— within the time parameters of the NOTAM, the predicted level of service will not support LPV approaches. B— satellite signals are currently unavailable to support LPV and LNAV/VNAV approaches. C— within the time parameters of the NOTAM, the predicted level of service will not support RNAV and MLS approaches.</p> <p><i>The term MAY NOT BE AVBL is used in conjunction with GPS NOTAMs; the term is an advisory to pilots indicating the expected level of service may not be available. GPS operation may be NOTAMed MAY NOT BE AVBL due to testing or anomalies.</i></p>
2-39	9743	B	<p>The question and explanations are revised to read:</p> <p>9743. What does “MAY NOT BE AVBL” indicate in the following GPS and WAAS NOTAM: BOS WAAS LPV AND LNAV/VNAV MNM MAY NOT BE AVBL WEF 0305231700 -0305231815?</p> <p>A— Satellite signals are currently unavailable to support LPV and LNAV/VNAV approaches to the Boston airport. B— The predicted level of service, within the time parameters of the NOTAM, may not support LPV approaches. C— The predicted level of service, within the time parameters of the NOTAM, will not support LNAV/VNAV and MLS approaches.</p> <p><i>The term MAY NOT BE AVBL is used in conjunction with GPS and WAAS NOTAMs for flight planning purposes. The term MAY NOT BE AVBL is an advisory to pilots indicating the expected level of WAAS service (LNAV/VNAV, LPV) may not be available.</i></p> <p><i>Answer (A) is incorrect because UNREL indicates the expected level of WAAS service merely might not be available, not that it is definitely unavailable. Answer (C) is incorrect because MLS approaches are not included in the MAY NOT BE AVBL advisory.</i></p>

Page Number	Question Number	Correct Answer	Description of Change
2-40	9917	A	<p>The question and answer stem A are revised to read:</p> <p>9917. It is important for a pilot to ask for site-specific WAAS MAY NOT BE AVBL NOTAMs for the destination airport before a flight because</p> <p>A— Air Traffic Control will not advise pilots of site-specific WAAS MAY NOT BE AVBL NOTAMs.</p>
2-45	9735	C	<p>Answer stem B is revised to read:</p> <p>B— an entrance to a taxiway from a runway.</p>
2-55	8705	B	<p>The answer stems and explanation are revised to read:</p> <p>A— VASI. B— RWSL. C— PAPI.</p> <p><i>The Runway Status Light (RWSL) system provides runway status to aircraft and vehicles on the ground. The RWSL consists of Takeoff Hold Lights (THL) and Runway Entrance Lights (REL). The THL indicate to an aircraft in position for takeoff or rolling that it is unsafe to takeoff because the runway is occupied or about to be occupied by an aircraft or vehicle. A pilot at or approaching the hold line to a runway will observe RELs illuminate and extinguish in reaction to an aircraft or vehicle operating on the runway, or an arriving aircraft operating less than 1 mile from the runway threshold.</i></p>
4-36	8756	A	<p>The correct answer is A and the explanation is revised to read:</p> <p><i>Figure 331 shows an approximate airport elevation of 13 feet. At 75,000 pounds, the vertical line indicates a V_{REF} speed of 131 knots and a landing distance of 5,600 feet in calm dry conditions.</i></p>
4-39	8727-1		The reference to Figure 21 has been removed.
6-10	9100		This question has been removed.
6-10	9741	C	<p>The question, answer stems, and explanation are changed to:</p> <p>9741. What are the requirements to operate in an ADIZ?</p> <p>A— File a VFR flight plan, depart within 10 minutes of the flight plan, and maintain two-way radio communications. B— You may not penetrate a domestic ADIZ. C— File a DVFR flight plan, depart within 5 minutes of the flight plan, and maintain two-way radio communications.</p> <p><i>You may not operate an aircraft into, within, or from a departure point within an ADIZ unless you file a DVFR flight plan containing the time and point of ADIZ penetration, the aircraft departs within five minutes of the estimated departure time contained in the flight plan, and the aircraft maintains two-way radio communication.</i></p>
6-16	9053	C	<p>The question and explanation are revised to read:</p> <p>9053. To assure expeditious handling of a civilian air ambulance flight, the word “MEDEVAC” should be entered in which section of the flight plan?</p> <p>A— Aircraft type/special equipment block. B— Pilot’s name and address block. C— Remarks block.</p> <p><i>When expeditious handling is necessary because of a medical emergency, add the word MEDEVAC in the remarks section of the flight plan.</i></p>
6-18	9394-1	C	<p>The explanation is revised as below and the explanation for the incorrect answer is removed.</p> <p><i>When proceeding to an alternate airport, the actual minimums shown on the IAP chart for the airport apply.</i></p>