



Update to Commercial Pilot Test

Commercial Pilot Test Prep 2021

September 2021

ASA-TP-C-21

With the following changes, ASA's *Commercial Pilot Test Prep 2021* provides complete preparation for the FAA Commercial Pilot and Military Competence Knowledge Exams. This test continues to reference the *Airman Knowledge Testing Supplement for Commercial Pilot* ([FAA-CT-8080-1E](#)).

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
1-22	5017	[B]	The reference is changed to read: <i>FAA-H-8083-3</i>
2-12	5653	[A]	The ACS code is changed to read: <i>CA.I.G.K1i</i>
4-16	5046	[B]	The ACS code is changed to read: <i>CA.I.B.K1a</i>
4-17	5050-1	[C]	The ACS code is changed to read: <i>CA.I.B.K1a</i>
4-22	5061-4	[C]	A new question is added to read: ALL 5061-4. Unless otherwise authorized by ATC, which airspace requires the appropriate Automatic Dependent Surveillance–Broadcast (ADS-B) Out equipment installed? A—Within Class E airspace below the upper shelf of Class C Airspace. B—Above the ceiling and within the lateral boundaries of Class D airspace up to 10,000 feet MSL. C—Within Class G airspace 25 nautical miles from a Class B airport. <i>Any airspace that requires the use of a transponder also requires aircraft to be equipped with an ADS-B Out system. ADS-B is required when operating within 30 NM of an airport listed in appendix D of Part 91 from the surface up to 10,000 feet MSL. (PLT497, CA.I.E.K1) — 14 CFR §91.225</i>
4-31	5080-4	[A]	The reference is changed to read: <i>14 CFR §25.1401</i>

Page Number	Question Number	Correct Answer	Explanation
4-34	5096	[A]	The ACS code is changed to read: <i>CA.I.B.K1a</i>
4-34	5096-1	[C]	The ACS code is changed to read: <i>CA.I.B.K1a</i>
4-36	5535	[C]	The ACS code is changed to read: <i>CA.I.B.K1a</i>
5-11	5993	[B]	The ACS code is changed to read: <i>CA.I.E.K2</i>
5-11	5994	[C]	The ACS code is changed to read: <i>CA.I.E.K2</i>
5-15	5588	[B]	The ACS code is changed to read: <i>CA.I.E.K2</i>
6-17	5347-1	[A]	A new question is added to read: ALL 5347-1. You have delayed your flight to allow a fast moving cold front to clear your destination airport before your arrival. What type of flying conditions would you expect after the front has passed? A—A fast moving squall line with high winds and thunderstorms. B—Clear skies with gusty, turbulent winds and cooler temperatures. C—Low clouds, reduced visibility, and showery, misty conditions. <i>Thunderstorms and heavy rain are common although not always associated with cold fronts. (PLT511, CA.I.C.K3e) — AC 00-6</i>
7-5	5988	[B]	The correct answer, question, answer stems, and explanation are changed to read: 5988. Given the following METAR, what is the maximum altitude to maintain VFR below the ceiling in Class E airspace below 10,000 feet MSL? METAR KHOB 151250Z, 17006KT 4SM BKN025 OVC040 13/11 A2998 A—2,000 feet AGL. B—3,500 feet AGL. C—3,900 feet AGL. <i>KHOB reports a broken ceiling at 2,500 feet (BKN025) and ceiling of 4,000 feet (OVC040). VFR in Class E airspace below 10,000 feet requires the pilot to maintain 1,000 feet above and 500 feet below distance from clouds. In this instance, the maximum altitude to maintain VFR is 3,500 feet AGL.</i>
7-8	5989	[C]	The question is changed to read: 5989. What is the bottom of the lowest overcast layer in the following pilot report? KMOB UA /OV APE230010/TM 1515/FL085/TP BE20/ SK BKN065/WX FV03SM HZ FU/TA 20/TB LGT