



# Update to Commercial Pilot Test

Commercial Pilot Test Prep 2022

September 2022

ASA-TP-C-22

With the following changes, ASA's *Commercial Pilot Test Prep 2022* will prepare you for the Commercial Pilot and Military Competence FAA Knowledge Exams. These tests continue 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 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](mailto:cfi@asa2fly.com)

Page Number	Question Number	Correct Answer	Explanation
Throughout			<b>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.</b>
5-18	Chapter text		<b>The last paragraph of the section titled “Airport Marking Aids and Signs” is changed to read:</b>  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.
5-21	5999	B	<b>The explanation is changed to read:</b>  <i>A hot spot is defined as a location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary. Hot spots are depicted on airport charts in the Chart Supplements U.S.</i>
7-9	5412	C	<b>The correct answer is C.</b>