



Update to Commercial Pilot Test

Commercial Pilot Test Prep 2023

September 2023

ASA-TP-C-23

With the following changes, ASA's *Commercial Pilot Test Prep 2023* 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

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.
vii			Allotted time for CAX test is changed to 2.5 hours.
1-26	5238	C	The correct answer is changed to C. The explanation is revised to read: <i>The slipstream strikes the vertical fin on the left causing a yaw to the left, at the same time it causes a rolling moment to the left, the opposite of the direction the propeller is spinning.</i>
3-4	5741	B	The reference is changed to FAA-H-8083-25.
4-20	Chapter text		In the section titled “Transponder and ADS-B Requirements,” the first sentence of the third paragraph 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.
4-43	5037	B	The correct answer is changed to B. The question and explanation are revised to read: 5037. To exercise the privileges of a commercial pilot certificate for compensation or hire with a lighter-than-air category, balloon class rating, what medical certification is required? <i>To exercise the privileges of a commercial pilot in a balloon for compensation or hire, except when conducting flight training in a balloon, the pilot must hold at minimum a second-class medical certificate.</i>

5-3 Chapter text **Figure 5-1 is revised as shown below:**

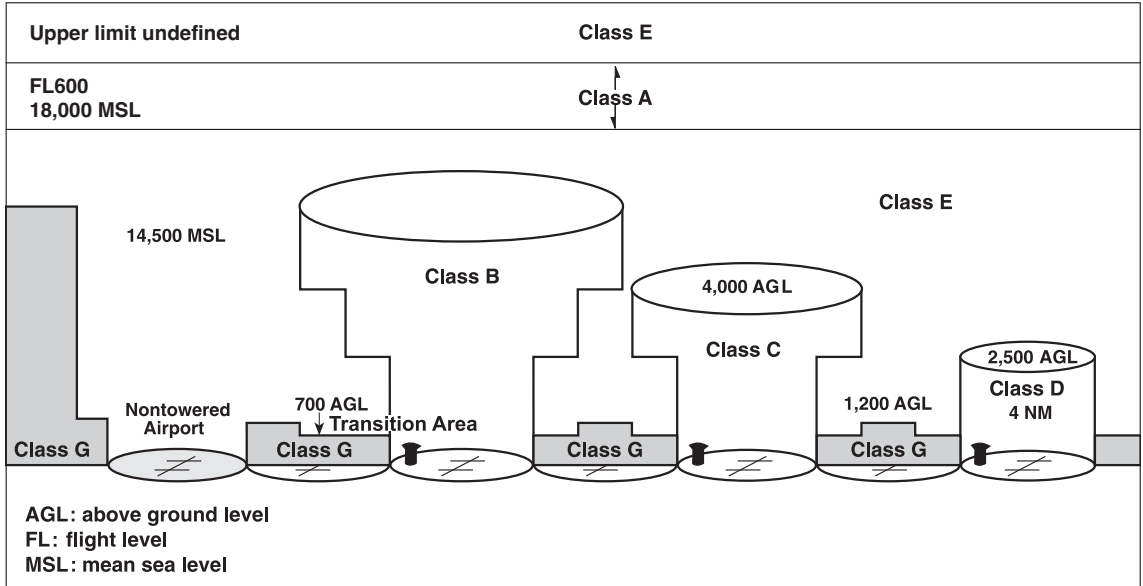


Figure 5-1. Airspace

5-4 Chapter text **The third sentence of the Class E description is changed to read:**

All airspace from 14,500 feet to 17,999 feet and airspace above 60,000 feet is Class E airspace.