Update to Commercial Pilot Test

February 2025

Commercial Pilot Test Prep 2025-2026

ASA-TP-C-25

With the following changes, ASA's *Commercial Pilot Test Prep 2025-2026* 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
vii			**The allotted time for the CRH test is now 2.5 hours.**

Test Code	Test Name	Test Prep Study	Number of Questions	Min. Age	Allotted Time (hrs)
CRH	Commercial Pilot—Helicopter	ALL, RTC	100	16	2.5

3-9 Chapter text

New text is added to the end of the "Attitude Instrument Flying" section to read:

The attitude of an aircraft is controlled by movement around its lateral (pitch), longitudinal (roll), and vertical (yaw) axes. In instrument flying, attitude requirements are determined by correctly interpreting the flight instruments. Instruments are grouped as to how they relate to control, function, and aircraft performance. Attitude control is discussed in terms of pitch, bank, and power control. The three pitot-static instruments, the three gyroscopic instruments, and the tachometer or manifold pressure gauge are grouped into the following categories:

Pitch Instruments:
- Attitude indicator
- Altimeter
- Airspeed indicator
- Vertical speed indicator

Bank Instruments:
- Attitude indicator
- Heading indicator
- Turn coordinator

Power Instruments:
- Manifold pressure gauge
- Tachometer
- Airspeed indicator

When climbing and descending, it is necessary to begin level-off in enough time to avoid overshooting the desired altitude. The amount of lead to level-off from a climb varies with the rate of climb and pilot technique. If the aircraft is climbing at 1,000 feet per minute, it will continue to climb at a descending rate throughout the transition to level flight. An effective practice is to lead the altitude by 10 percent of the vertical speed (500 fpm would have a 50 foot lead; 1,000 fpm would have a 100 foot lead).

Page Number	Question Number	Correct Answer	Description of Change
			The amount of lead to level-off from a descent also depends upon the rate of descent and control technique. To level-off from a descent at descent airspeed, lead the desired altitude by approximately 10 percent. For level-off at an airspeed higher than descending airspeed, lead the level-off by approximately 25 percent. When making initial pitch attitude corrections to maintain altitude during straight-and-level flight, the changes of attitude should be small and smoothly applied. As a rule-of-thumb for airplanes, use a half-bar-width correction for errors of less than 100 feet and a full-bar-width correction for errors in excess of 100 feet. When recovering from an unusual attitude without the aid of the attitude indicator, approximate level pitch attitude is reached when the airspeed indicator and altimeter stop moving and the vertical speed indicator reverses its trend. The following procedures are accomplished to recover from a nose-low attitude: 1. Reduce power. 2. Level the wings. 3. Raise the nose to the horizon. The following procedures are accomplished to recover from a nose-high attitude: 1. Add power. 2. Apply forward elevator pressure. 3. Level the wings.
3-9	**4862**	**B**	**A new question is added to read:** RTC **4862.** What is the first fundamental skill in attitude instrument flying? A—Aircraft control. B—Instrument cross-check. C—Instrument interpretation. *The three fundamental skills involved in all instrument flight maneuvers are:* *1. Instrument cross-check.* *2. Instrument interpretation.* *3. Aircraft control.* *(CH.VIII.L.K1) — FAA-H-8083-15* *Answer (A) is incorrect because aircraft control is the third fundamental skill in instrument flight. Answer (C) is incorrect because instrument interpretation is the second fundamental skill in instrument flight.*
3-9	**4859**	**C**	**A new question is added to read:** RTC **4859.** What is the third fundamental skill in attitude instrument flying? A—Instrument cross-check. B—Power control. C—Aircraft control. *The three fundamental skills involved in all instrument flight maneuvers are:* *1. Instrument cross-check.* *2. Instrument interpretation.* *3. Aircraft control.* *(CH.VIII.L.K1) — FAA-H-8083-15* *Answer (A) is incorrect because instrument cross-check is the first skill in instrument flying. Answer (B) is incorrect because the use of power control is only one aspect of aircraft control.*

Page Number	Question Number	Correct Answer	Description of Change
3-9	4869	C	**A new question is added to read:** RTC **4869.** In addition to the attitude indicator, the pitch control instruments are the A—altimeter and airspeed indicator. B—altimeter, turn coordinator, and VSI. C—altimeter, airspeed indicator, and VSI. *In addition to the attitude indicator, the altimeter, airspeed indicator, and VSI provide pitch information. (CH.VIII.L.K1) — FAA-H-8083-15* *Answer (A) is incorrect because the VSI and airspeed indicator also provide pitch information. Answer (B) is incorrect because the airspeed indicator also provides pitch information.*
3-9	4876	C	**A new question is added to read:** RTC **4876.** Which instruments should be used to make a pitch correction when you have deviated from your assigned altitude? A—Altimeter and VSI. B—Manifold pressure gauge and VSI. C—Attitude indicator, altimeter, and VSI. *The pitch instruments are the attitude indicator, the altimeter, the VSI, and the airspeed indicator. When a pitch error is detected, corrective action should be taken promptly, but with light control pressures. (CH.VIII.L.K1) — FAA-H-8083-15* *Answer (A) is incorrect because an attitude indicator would also be used to make a pitch correction. Answer (B) is incorrect because the manifold pressure gauge is used as a power instrument (not pitch).*
3-9	4899	A	**A new question is added to read:** RTC **4899.** Conditions that determine the pitch attitude required to maintain level flight are A—airspeed, air density, wing design, and angle of attack. B—flightpath, wind velocity, and angle of attack. C—relative wind, pressure altitude, and vertical lift component. *Factors that affect the attitude in maintaining level flight include airspeed, air density, wing design, and angle of attack. (CH.VIII.L.K1) — FAA-H-8083-15* *Answer (B) is incorrect because flight path and wind velocity do not determine pitch attitude. Answer (C) is incorrect because relative wind, pressure altitude, and vertical lift component do not determine the pitch attitude.*
3-9	4906	A	**A new question is added to read:** RTC **4906.** Approximately what percent of the indicated vertical speed should be used to determine the number of feet to lead the level-off from a climb to a specific altitude? A—10 percent. B—20 percent. C—25 percent. *The amount of lead varies with rate of climb and pilot technique. An effective practice is to lead the altitude by 10 percent of the vertical speed shown (500 fpm/50-foot lead—1,000 fpm/100-foot lead). (CH.VIII.L.K1) — FAA-H-8083-15*
3-9	4907	A	**A new question is added to read:** RTC **4907.** To level off from a descent to a specific altitude, the pilot should lead the level-off by approximately A—10 percent of the vertical speed. B—30 percent of the vertical speed. C—50 percent of the vertical speed. *The level-off from a descent at descent airspeed must be started before you reach the desired altitude. The amount of lead depends upon the rate of descent and control technique. With too little lead, you will tend to overshoot the selected altitude, unless your technique is rapid. An effective practice is to lead the altitude by 10 percent of the vertical speed shown. Assuming a 500-fpm rate of descent, lead the desired altitude by approximately 50 feet. (CH.VIII.L.K1) — FAA-H-8083-15*

Page Number	Question Number	Correct Answer	Description of Change
3-9	4920	C	**A new question is added to read:** RTC **4920.** For maintaining level flight at constant thrust, which instrument would be the least appropriate for determining the need for a pitch change? A—Altimeter. B—VSI. C—Attitude indicator. *The attitude indicator would be the least appropriate instrument for determining the need for a pitch change in level flight at constant thrust. Until level flight, as indicated by the attitude indicator, is identified and established by reference to the altimeter and VSI, there is no way of knowing if it is truly level flight. With constant thrust, any change in the altimeter or VSI indications shows a need for a pitch change. (CH.VIII.L.K1) — FAA-H-8083-15*
3-9	4924	C	**A new question is added to read:** RTC **4924.** To enter a constant-airspeed descent from level cruising flight and maintain cruising airspeed, the pilot should A—first adjust the pitch attitude to a descent using the attitude indicator as a reference, then adjust the power to maintain the cruising airspeed. B—first reduce power, then adjust the pitch using the attitude indicator as a reference to establish a specific rate on the VSI. C—simultaneously reduce power and adjust the pitch using the attitude indicator as a reference to maintain the cruising airspeed. *The following method for entering descents is effective either with or without an attitude indicator:* *1. Reduce airspeed to your selected descent airspeed while maintaining straight-and-level flight, then make a further reduction in power (to a predetermined setting); and* *2. As the power is adjusted, simultaneously lower the nose to maintain constant airspeed, and trim off control pressures.* *(CH.VIII.L.K1) — FAA-H-8083-15* *Answer (A) is incorrect because adjusting the pitch attitude first will result in an increased airspeed. Answer (B) is incorrect because adjusting the power first will result in a decreased airspeed, and the airspeed indicator (not VSI) is used to maintain a constant airspeed.*
3-9	4925	B	**A new question is added to read:** RTC **4925.** To level off at an airspeed higher than the descent speed, the addition of power should be made, assuming a 500 fpm rate of descent, at approximately A—50 to 100 feet above the desired altitude. B—100 to 150 feet above the desired altitude. C—150 to 200 feet above the desired altitude. *The level-off from a descent must be started before you reach the desired altitude. The amount of lead depends upon the rate of descent and control technique. Assuming a 500-fpm rate of descent, lead the altitude by 100–150 feet for level-off at an airspeed higher than descending speed. At the lead point, add power to the appropriate level flight cruise setting. (CH.VIII.L.K1) — FAA-H-8083-15*
3-9	4926	B	**A new question is added to read:** RTC **4926.** To level off from a descent maintaining the descending airspeed, the pilot should lead the desired altitude by approximately A—20 feet. B—50 feet. C—60 feet. *To level-off from a descent at descent airspeed, lead the desired altitude by approximately 50 feet, simultaneously adjusting the pitch attitude to level flight and adding power to a setting that will hold the airspeed constant. (CH.VIII.L.K1) — FAA-H-8083-15*

Page Number	Question Number	Correct Answer	Description of Change
3-9	4867	A	**A new question is added to read:** RTC **4867.** While recovering from an unusual flight attitude without the aid of the attitude indicator, approximate level pitch attitude is reached when the A—airspeed and altimeter stop their movement and the VSI reverses its trend. B—airspeed arrives at cruising speed, the altimeter reverses its trend, and the vertical speed stops its movement. C—altimeter and vertical speed reverse their trend and the airspeed stops its movement. *When the rate of movement of altimeter and airspeed indicator needles decreases, and the VSI reverses its trend, the aircraft is approaching level pitch attitude. (CH.VIII.M.K1) — FAA-H-8083-15* *Answer (B) is incorrect because the VSI will lag and only show a decrease in vertical movement when it has stopped. Answer (C) is incorrect because the altimeter must stop (not just reverse its trend) in order to indicate a level pitch attitude.*
3-9	4927	C	**A new question is added to read:** RTC **4927.** During recoveries from unusual attitudes, level flight is attained the instant A—the horizon bar on the attitude indicator is exactly overlapped with the miniature airplane. B—a zero rate of climb is indicated on the VSI. C—the altimeter and airspeed needles stop prior to reversing their direction of movement. *A level-pitch attitude is indicated by the reversal and stabilization of the airspeed indicator and altimeter needles. (CH.VIII.M.K1) — FAA-H-8083-15* *Answer (A) is incorrect because the precessing tendency of the attitude indicator makes it unreliable after recovery from an unusual attitude. Answer (B) is incorrect because the vertical speed indicator has a short lag time which does not allow it to show level flight at the instant it is achieved.*
3-9	4936	B	**A new question is added to read:** RTC **4936.** (Refer to Figure 145.) What is the correct sequence for recovery from the unusual attitude indicated? A—Reduce power, increase back elevator pressure, and level the wings. B—Reduce power, level the wings, bring pitch attitude to level flight. C—Level the wings, raise the nose of the aircraft to level flight attitude, and obtain desired airspeed. *The conditions associated with this unusual attitude are: airspeed is high, nose is below horizon, vertical speed shows excessive rate of descent, compass indicates right turn, and turn coordinator shows uncoordinated greater-than-standard rate turn to the right. To correct for this nose-low condition the correct sequence is: reduce power to prevent excessive airspeed and loss of altitude, correct the bank attitude with coordinated aileron and rudder pressure to straight flight by referring to the turn coordinator, and raise the nose to level flight attitude by smooth back elevator pressure. (CH.VIII.M.K1) — FAA-H-8083-15* *Answer (A) is incorrect because the wings must be leveled before increasing the back elevator pressure to decrease the load factor. Answer (C) is incorrect because the power must be reduced before leveling the wings to prevent additional airspeed.*
3-9	4938	B	**A new question is added to read:** RTC **4938.** (Refer to Figure 147.) Which is the correct sequence for recovery from the unusual attitude indicated? A—Level wings, add power, lower nose, descend to original attitude and heading. B—Add power, lower nose, level wings, return to original attitude and heading. C—Stop turn by raising right wing and add power at the same time, lower the nose, and return to original attitude and heading. *The conditions associated with this unusual attitude are: airspeed is decreasing, altitude is increasing, nose is above the horizon, VSI shows an excessive rate of climb, compass indicates a right turn, and turn coordinator shows uncoordinated greater-than-standard rate turn to the right. To correct for this nose-high condition the correct sequence is: increase power, apply forward elevator pressure to lower the nose and prevent a stall, and correct the bank by applying coordinated aileron and rudder pressure to level the miniature aircraft and center the ball of the turn coordinator. (CH.VIII.M.K1) — FAA-H-8083-15* *Answers (A) and (C) are incorrect because power should be increased and the nose lowered before leveling the wings.*

Page Number	Question Number	Correct Answer	Description of Change
3-9	4873-2	B	**A new question is added to read:** RTC **4873-2.** If a helicopter is in an unusual flight attitude and the attitude indicator has exceeded its limits, which instruments should be relied on to determine pitch attitude before starting recovery? A—Turn indicator and VSI. B—Airspeed, VSI and altimeter. C—VSI and airspeed to detect approaching V_{S1} or V_{MO}. *To recover from an unusual attitude, correct bank-and-pitch attitude, and adjust power as necessary. Pitch attitude should be corrected by reference to the altimeter, airspeed indicator, VSI, and attitude indicator. (CH.VIII.M.K1) — FAA-H-8083-15*
3-9	4875-2	B	**A new question is added to read:** RTC **4875-2.** Which is the correct sequence for recovery from a spiraling, nose low, increasing airspeed, unusual flight attitude? A—Increase pitch attitude, reduce power, and level wings. B—Correct the bank attitude, raise the nose to a level attitude and reduce power. C—Reduce power, raise the nose to level attitude, and correct the bank attitude. *To recover from an unusual attitude, correct bank-and-pitch attitude, and adjust power as necessary. (CH.VIII.M.K1) — FAA-H-8083-15*