



Update to Private Pilot Test

Private Pilot Test Prep 2021

September 2021

ASA-TP-P-21

With the following changes, ASA's *Private Pilot Test Prep 2021* provides complete preparation for the FAA Private and Recreational Pilot Knowledge Exams. These tests continue to reference the *Airman Knowledge Testing Supplement for Sport Pilot, Recreational Pilot, Remote Pilot and Private Pilot (FAA-CT-8080-2H)*.

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
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viii **A new row is added to the table of tests and the note is updated to read:**

Test Code	Test Name	Test Prep Study	Number of Questions	Min. Age	Allotted Time (hrs)
PEP	Private Pilot Airplane EU Part – FCL Conversion*	ALL, AIR	40	16	2.0

* This test focuses on U.S. regulations, airspace, ATC services and practices, communications, and emergency procedures.

1-8 3201-1 [C] **Answer stem B is changed to read:**
B—An additional upward force is generated as the lower surface of the airfoil deflects air downward.

2-17 3207 [A] **The question is changed to read:**
3207. In what flight condition are torque effects more pronounced in a single-engine airplane?

3-10 3258 [B] **The ACS code is changed to read:**
PA.I.F.K2a

4-9 3001 [B] **The ACS code is changed to read:**
PA.I.B.K1

4-9 3002 [B] **The ACS code is changed to read:**
PA.I.B.K1

4-17 3025 [A] **The ACS code is changed to read:**
PA.I.B.K1

Page Number	Question Number	Correct Answer	Explanation
4-44	3181-1	[A]	The ACS code is changed to read: <i>PA.I.B.K1b</i>
4-44	3181-2	[A]	The ACS code is changed to read: <i>PA.I.B.K1b</i>
4-46	3183	[B]	The ACS code is changed to read: <i>PA.I.B.K1b</i>
4-46	3184	[B]	The ACS code is changed to read: <i>PA.I.B.K1b</i>
9-35	3128	[B]	The ACS code is changed to read: <i>PA.I.E.K1</i>
9-37	3627	[B]	The ACS code is changed to read: <i>PA.I.E.K2</i>
9-37	2122	[C]	The ACS code is changed to read: <i>PA.I.E.K2</i>
11-15	3166-5	[B]	<p>A new question is added to read: ALL 3166-5. Unless otherwise authorized, which situation requires ADS-B?</p> <p>A—Landing at an airport with an operating control tower. B—Overflying Class C airspace below 10,000 feet MSL. C—Flying under the shelf of Class C airspace.</p> <p><i>Aircraft are required to use ADS-B when operating in Class C airspace from the surface up to 4,000 feet MSL including the airspace above the horizontal boundary up to 10,000 feet MSL, as well as when operating within a Mode C Veil, the airspace within a 30 NM radius of any airport listed in Part 91, Appendix D, Section 1, from the surface up to 10,000 feet MSL. (PLT497, PA.I.E.K1) – 14 CFR §91.225</i></p> <p><i>Answer (A) is incorrect because ADS-B is not required in Class D airspace—ADS-B would not be required to land at an airport with an operating control tower in Class D airspace. Answer (C) is incorrect because ADS-B is not required if flying under the shelf of class C airspace under 3,000 feet MSL.</i></p>