



Update to Private Pilot Test

Private Pilot Test Prep 2022

September 2022

ASA-TP-P-22

With the following changes, ASA's *Private Pilot Test Prep 2022* will prepare you for the Private, Recreational, and Sport Pilot FAA 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 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	Explanation
Throughout			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.
5-22	3838	A	Step 2 of the explanation is changed to read: 2. Identify the appropriate frequency for the aircraft's arrival from the west, 270°. Two frequencies are available. Aircraft approaching from any direction between 180° and 359° should make contact on 124.0 MHz.