



Update to Instrument Rating Test

Instrument Rating Test Prep 2023

September 2023

ASA-TP-I-23

With the following changes, ASA's *Instrument Rating Test Prep 2023* will prepare you for the Instrument Rating, Instrument Flight Instructor (CFII), and Instrument Ground Instructor (IGI) FAA Knowledge Exams. These tests continue to reference the *Airman Knowledge Testing Supplement for Instrument Rating* ([FAA-CT-8080-3F](https://www.faa.gov/airman/airman_knowledge_testing_supplement_for_instrument_rating)).

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			References AC 00-6 and AC 00-45 are changed to FAA-H-8083-28.

vii			Allotted time for IRA test is changed to 2.0 hours.
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5-21	Chapter text		Figure 5-1 is revised as shown below:
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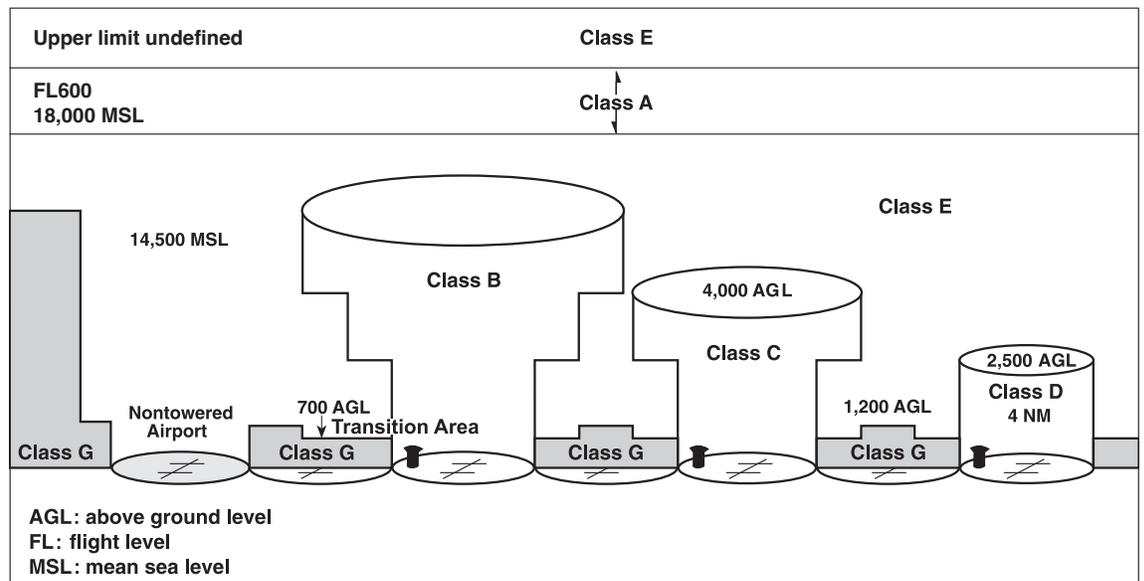


Figure 5-1. Airspace

Page Number	Question Number	Correct Answer	Explanation
5-22	Chapter text		<p>A new second sentence is added to the Class E description to read:</p> <p>All airspace from 14,500 feet to 17,999 feet and airspace above 60,000 feet is Class E airspace.</p>
6-22	4418	C	<p>The first sentence of the explanation is revised to read:</p> <p><i>The question can be solved using the Rate-of-Climb Table (FAA Legend 27).</i></p>
7-9	4280	A	<p>The explanations are revised to read:</p> <p><i>The navigational signal at APINE intersection would be unreliable below 3,500 feet because the MEA and MOCA are 3,500 and 2,600 feet, respectively. Since APINE is further than 22 NM from the HOT VOR, navigational signal is only assured with the MEA.</i></p> <p><i>Answer (B) is incorrect because MARKI should have a reliable VOR signal down to the MOCA (which is 2,700 feet), since it is within 22 NM of HOT VOR. Answer (C) is incorrect because the signal at ELMMO would be reliable at the MEA, which is 5,500 feet.</i></p>