

With the following changes, this text provides complete preparation for the FAA Airline Transport Pilot and Aircraft Dispatcher Knowledge Exams. The FAA may rearrange the answer stems to appear in a different order on your test than you see in this book. For this reason, be careful to fully understand the intent of each question and corresponding answer while studying, rather than memorize the A, B, C associated with the correct response.

The following changes are printed in ASA's 2009 *Airline Transport Pilot Test Prep*, which ships with the Computer Testing Supplement (#ASA-CT-8080-7C). No figures changed this year. The FAA is expected to release a new test database in October 2008.

Page Number	Question Number	Correct Answer	Explanation
1-4	Chapter text		<i>Change the first and last sentences of the third paragraph to read:</i> No one may serve as a pilot on an air carrier after that person has reached his/her 65th birthday. ... This is known as the "Age 65 Rule."
1-6	8191	[A]	<i>In the question, explanation and incorrect answer explanation, change "60" to "65" (4 times).</i>
1-42	8315	[B]	<i>Remove "(Refer to Excerpt from CFR 49, Part 175.)" from the question, and change the answer stems to read:</i> A—36 feet. B—48 inches. C—85 inches.
1-57	8186	[A]	<i>The correct answer at the bottom of the page is changed to [A.]</i>
1-69	8069	[B]	<i>Change the question and explanation to read (the answer and answer stems stay the same):</i> 8069. In which airplanes is a Class A TAWS required? No person may operate a turbine-powered airplane having a passenger seating configuration, excluding any pilot seat, of 10 seats or more unless it is equipped with a terrain awareness system (TAWS). (PLT139) — 14 CFR §135.153
1-70	8115	[C]	<i>Change the question to read:</i> 8115. When computing the takeoff data for reciprocating powered airplanes, what is the percentage of the reported headwind component that may be applied to the "still air" data?
1-71	8792	[C]	<i>In the question, change "The crew interphone system..." to "The crewmember interphone system..." and remove the comma at the end of the question.</i>
1-87	9414	[C]	<i>Change answer stem C to read:</i> C—An appropriate ATC transponder.
1-87	8975	[A]	<i>Add a new question to read:</i> RTC 8975. Which of the following are required for a helicopter ILS approach with a decision height lower than 200 feet HAT? A—Special aircrew training and aircraft certification. B—Both a marker beacon and a radio altimeter. C—ATP helicopter certificate and CAT II certification. Approaches with a HAT below 200 feet are annotated with the note: "Special Aircrew and Aircraft Certification Required" since the FAA must approve the helicopter and its avionics, and the flight crew must have the required experience, training, and checking. (PLT277) — FAA-H-8261-1

Page Number	Question Number	Correct Answer	Explanation
2-4	8278	[C]	<p><i>Change answer stem A to read:</i></p> <p>A—A Master Minimum Equipment List for the airplane.</p>
2-32	8959	[C]	<p><i>Change the answer stems and the reference at the end of the explanation to read:</i></p> <p>A—Continuous dots at the rate of six per second, identified as a high pitch tone. B—Continuous dashes at the rate of two per second, identified as a low-pitched tone. C—Alternate dots and dashes identified as a low-pitched tone.</p> <p>AIM ¶1-1-9</p>
2-36	8965	[A]	<p><i>Change answer stem B to read:</i></p> <p>B—SDF – offset from runway plus 4°, ILS – aligned with runway.</p>
3-7	8357	[B]	<p><i>Change the answer stems to read:</i></p> <p>A—While maneuvering at minimum controllable airspeed or less to avoid overbanking. B—Only enough deflection to zero the side slip when operating at any airspeed of V_{MC} or greater. C—When practicing imminent stalls in a banked attitude of over 60°.</p>
3-15	8392	[B]	<p><i>Change answer stem B to read:</i></p> <p>B—A severe moment or “Mach tuck.”</p>
4-5	8974	[A]	<p><i>Add a new question to read:</i></p> <p>ALL</p> <p>8974. Which part(s) in the turbojet engine is subjected to the high temperatures and severe centrifugal forces?</p> <p>A—Turbine wheel(s). B—Turbine vanes. C—Compressor rotor(s) or impeller(s).</p> <p>The turbine wheels are found at the back of the turbine section, in the area of very high temperatures and high centrifugal forces. Very hot, high pressure gases enter the turbine section from the combustor. The function of the gas generator’s turbine wheels is to transfer the energy from the hot, high pressure gases to drive the shaft which is connected to the compressor wheel at the front of the engine. This in turn compresses air into the combustor where fuel is added and ignited. During normal operations, the turbine wheel rotates at many thousands of RPM. (PLT343) — Aircraft Powerplants</p> <p>Answer (B) is incorrect because although turbine vanes (inlet guide vanes) are exposed to higher temperatures, they are stationary and thus are not subject to centrifugal forces. Answer (C) is incorrect because turbine wheels, or disks, with their attached blades, are the most highly stressed components on a turbojet engine.</p>
4-10	9324	[A]	<p><i>Change the question to read:</i></p> <p>9324. What is the name of an area beyond the end of a runway which does not contain obstructions and can be considered when calculating takeoff performance of turbine-powered aircraft?</p>
4-49	8681	[A]	<p><i>Change the question to read:</i></p> <p>8681. (Refer to Figure 70.) How many minutes of dump time is required to reduce fuel load to 16,000 pounds (at 2,350 lbs/min)?</p> <p>Initial weight 175,500 lb Zero fuel weight 138,000 lb</p>

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4-62	8492	[A]	<p>Change the answer stems and explanation to read:</p> <p>A—1 hour 7 minutes. B—1 hour 2 minutes. C—1 hour 12 minutes.</p> <p>Temperature = ISA TAS = 228 knots GS = 208 knots Time = 1 hour 06 minutes 15 seconds</p>																																																																
4-85	9560	[B]	<p>Change the question and Step 1 of the explanation to read (and in Step 3, change "268°" to "267°"):</p> <p>9560. (Refer to Figures 103, 104, 105, and 106.) Estimate the total fuel required to be on the aircraft, prior to taxi at Tucson Intl. (Use 13°E for problem magnetic variation.)</p> <p>1. Change the winds aloft at FL220 from true to magnetic, using the variation given in the question.</p> <p>Winds at GBN are 280° true at 46 knots.</p> <p style="padding-left: 40px;">280° True - 13° East variation 267° Magnetic</p>																																																																
4-87	9580	[B]	<p>Change answer stems B and C to read:</p> <p>B—48.2 NAM/1,000 pounds. C—47.9 NAM/1,000 pounds.</p>																																																																
4-94	9610	[B]	<p>Change Step 6 of the explanation to read:</p> <p>6. Repeat steps for the subsequent legs to fill in the flight log.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>CRS</th> <th>TAS</th> <th>GS</th> <th>NM</th> <th>ETE</th> <th>FUEL</th> </tr> </thead> <tbody> <tr> <td>PWK</td> <td>L/O</td> <td>—</td> <td>—</td> <td>—</td> <td>49</td> <td>:24:00*</td> <td>410.0*</td> </tr> <tr> <td>L/O</td> <td>PMM</td> <td>081</td> <td>247</td> <td>210.0</td> <td>47</td> <td>:13:26</td> <td>151.3</td> </tr> <tr> <td>PMM</td> <td>FNT</td> <td>076</td> <td>247</td> <td>205.4</td> <td>109</td> <td>:31:50</td> <td>358.7</td> </tr> <tr> <td>FNT</td> <td>YXU</td> <td>094</td> <td>247</td> <td>217.6</td> <td>114</td> <td>:31:26</td> <td>354.1</td> </tr> <tr> <td>YXU</td> <td>T/D</td> <td>101</td> <td>247</td> <td>222.2</td> <td>70</td> <td>:18:54</td> <td>213.0</td> </tr> <tr> <td>T/D</td> <td>BUF</td> <td>—</td> <td>—</td> <td>—</td> <td>19</td> <td>:19:00*</td> <td>163.0*</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2:18:36</td> <td>1,650.1</td> </tr> </tbody> </table>	FROM	TO	CRS	TAS	GS	NM	ETE	FUEL	PWK	L/O	—	—	—	49	:24:00*	410.0*	L/O	PMM	081	247	210.0	47	:13:26	151.3	PMM	FNT	076	247	205.4	109	:31:50	358.7	FNT	YXU	094	247	217.6	114	:31:26	354.1	YXU	T/D	101	247	222.2	70	:18:54	213.0	T/D	BUF	—	—	—	19	:19:00*	163.0*							2:18:36	1,650.1
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4-100	9566	[A]	<p>Change the answer to [A], and Steps 3, 4, 5 and 6 of the explanation to read:</p> <p>3. Find the ground speed for the leg from L/O to BILEE using a flight computer:</p> <p style="padding-left: 40px;">Wind direction 212° (calculated in Step 1). Wind speed 36 knots (given on the flight log). True course 146° (V369 is on the DFW 146° radial). TAS 115 knots (given in the flight plan on FAA Figure 108). Calculated GS is 95.6 knots.</p> <p>4. Compute the time en route for the leg from L/O to BILEE:</p> <p style="padding-left: 40px;">Distance 84 NM (determined in Step 2). Ground speed 95.6 (calculated in Step 3). Calculated leg time is 52 minutes, 43 seconds.</p> <p>5. Since the next question asks for the fuel requirements for the flight, calculate the fuel burned on this leg.</p> <p style="padding-left: 40px;">ETE is :52:43 (calculated in Step 4). Fuel flow is 165 PPH (in note at the bottom of the flight log). Fuel burned is 145.0 pounds.</p>																																																																

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4-107 9652 [B] *Change the question, answer stems, and first sentence of Step 1 of the explanation to read:*
9652. (Refer to Figures 197, 199, and 200.) What is the ETE for the IFR helicopter flight from Eagle County Regional to Salt Lake City Intl? (PUC to FFU should read "14000" for altitude. Use PUC magnetic variation for entire problem.)
A—1 hour 28 minutes.
B—1 hour 35 minutes.
C—1 hour 31 minutes.

1. Change the winds aloft at 14,000 feet from true to magnetic, using the variation for PUC given in the remarks of the flight plan...

5-16 8049 [A] *Change the question to read:*
8049. The weight and CG of an aircraft used in 135 operations must have been calculated from those values established by actual weighing of the aircraft within what period of time?

5-17 8067 [C] *Change the question to read:*
8067. What are the empty weight and balance currency requirements for aircraft used in 135 operations?

8-34 9219 [A] *Change answer stem A and the explanation to read:*
A—Establish a course across the storm area.

If turbulence is encountered in an abrupt wind shift associated with a sharp pressure storm area, establish a course across the storm area rather than parallel to it. A change in flight level is not likely to alleviate the bumpiness.