

With the following changes, this text provides complete preparation for the FAA Aircraft Dispatcher and ATP 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 2010 *Airline Transport Pilot Test Prep*. The FAA is expected to release a new test database in October 2009.

Page Number	Question Number	Correct Answer	Explanation
1-12	9348	[B]	<p><i>The question is changed to read:</i></p> <p><b>9348.</b> What is the lowest decision height for which a Category II applicant can be certified during the original issuance of the authorization?</p>
1-30	9745	[B]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p><b>9745.</b> No person may operate a U.S. registered civil aircraft</p> <p>A—for which an AFM or RFM is required by part 21 section 21.5 unless there is a current, approved operator's manual available.</p> <p>B—for which an AFM or RFM is required by part 21 section 21.5 unless there is a current, approved AFM or RFM available.</p> <p>C—for which an AFM or RFM is required by part 21 section 21.5 unless there is a current, approved AFM or RFM available or the manual specified in part 135 section 135.19(b).</p> <p>No person may operate a U.S.-registered civil aircraft for which an Airplane or Rotorcraft Flight Manual is required by §21.5 unless there is available in the aircraft a current, approved Airplane or Rotorcraft Flight Manual or the manual provided for in §121.141(b). (PLT373) — 14 CFR §91.9</p>
1-35	9746	[B]	<p><i>A new question is added to read:</i></p> <p>121, DSP</p> <p><b>9746.</b> Before an ETOPS flight may commence, an ETOPS</p> <p>A—preflight check must be conducted by a certified A&amp;P and signed off in the logbook.</p> <p>B—pre-departure service check must be certified by a PDSC Signatory Person.</p> <p>C—pre-departure check must be signed off by an A&amp;P or the PIC for the flight.</p> <p>An appropriately-trained, ETOPS-qualified maintenance person must accomplish and certify by signature ETOPS specific tasks. Before an ETOPS flight may commence, an ETOPS pre-departure service check (PDSC) Signatory Person, who has been authorized by the certificate holder, must certify by signature, that the ETOPS PDSC has been completed. (PLT425) — 14 CFR §121.374</p>
2-3	9407	[A]	<p><i>The question is changed to read:</i></p> <p>ALL</p> <p><b>9407.</b> An approved minimum equipment list or FAA Letter of Authorization allows certain instruments or equipment</p> <p>A—to be inoperative prior to beginning a flight in an aircraft if prescribed procedures are followed.</p> <p>B—to be inoperative anytime with no other documentation required or procedures to be followed.</p> <p>C—to be inoperative for a one-time ferry flight of a large airplane to a maintenance base without further documentation from the operator or FAA with passengers on board.</p> <p>The Minimum Equipment List and the letter of authorization constitute a supplemental type certificate for the aircraft. The approved Minimum Equipment List must provide for the operation of the aircraft with the instruments and equipment in an inoperable condition (PLT405) — 14 CFR §91.213</p>

Page Number	Question Number	Correct Answer	Explanation
2-18	8147	[A]	<p><i>The question, answer stems and answer are changed to read:</i></p> <p><b>8147.</b> If the middle marker for a Category I ILS approach is inoperative,</p> <p>A—the airplane must have sufficient fuel to proceed, by means of one other independent navigation system, to a suitable airport and complete an instrument approach by use of the remaining airplane radio system.</p> <p>B—the pilot must be able to return to the departure airport using other navigation radios anywhere along the route with 150% of the forecast headwinds.</p> <p>C—the airplane must have sufficient fuel to proceed, by means of VOR NAVAIDS, to a suitable airport and land anywhere along the route with 150% of the forecast headwinds.</p>
2-34	8970	[C]	<p><i>The question and explanation are changed to read:</i></p> <p>ALL</p> <p><b>8970.</b> If the middle marker for a Category I ILS approach is inoperative,</p> <p>A—the RVR required to begin the approach is increased by 20%.</p> <p>B—the DA/DH is increased by 50 feet.</p> <p>C—the inoperative middle marker has no effect on straight-in minimums.</p> <p>The middle marker being inoperative does not affect minimums. (PLT277) — 14 CFR §91.175</p>
2-34	9749	[C]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p><b>9749.</b> The rate of descent for a 3.5° angle of descent glideslope is</p> <p>A—740 ft/min at 105 knots groundspeed.</p> <p>B—740 ft/min at 120 knots airspeed.</p> <p>C—740 ft/min at 120 knots groundspeed.</p> <p>Reference Legend 9. Follow 3.5° to right to 740 ft/min and go up to find the ground speed of 120. (PLT420) — AIM ¶1-1-20</p>
2-38	9742	[B]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p><b>9742.</b> A pilot employed by an air carrier and/or commercial operator may conduct GPS/WAAS instrument approaches</p> <p>A—if they are not prohibited by the FAA-approved aircraft flight manual and the flight manual supplement.</p> <p>B—only if approved in their air carrier/commercial operator operations specifications.</p> <p>C—only if the pilot was evaluated on GPS/WAAS approach procedures during their most recent proficiency check.</p> <p>Air carrier and commercial operators must meet the appropriate provisions of their approved operations specifications. (PLT420) — AIM ¶1-1-20</p>
2-39	9743	[B]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p><b>9743.</b> What does “UNREL” indicate in the following GPS and WAAS NOTAM: BOS WAAS LPV AND LNAV/VNAV MNM UNREL WEF 0305231700 -0305231815?</p> <p>A—Satellite signals are currently unavailable to support LPV and LNAV/VNAV approaches to the Boston airport.</p> <p>B—The predicted level of service, within the time parameters of the NOTAM, may not support LPV approaches.</p> <p>C—The predicted level of service, within the time parameters of the NOTAM, will not support LNAV/VNAV and MLS approaches.</p> <p>The term UNRELIABLE is used in conjunction with GPS and WAAS NOTAMs for flight planning purposes. The term UNRELIABLE is an advisory to pilots indicating the expected level of WAAS service (LNAV/VNAV, LPV) may not be available. (PLT323) — AIM ¶1-1-20</p> <p>Answer (A) is incorrect because UNREL indicates the expected level of WAAS service merely <b>might not</b> be available, and this states that it is <b>definitely</b> unavailable. Answer (C) is incorrect because MLS approaches are not included in the UNREL advisory.</p>

Page Number	Question Number	Correct Answer	Explanation
3-7	8357	[B]	<p><i>The answer stems are changed to read:</i></p> <p>A—While maneuvering at minimum controllable airspeed or less to avoid overbanking.  B—When operating at any airspeed of <math>V_{MC}</math> or greater with only enough deflection to zero the side slip.  C—When practicing imminent stalls in a banked attitude of over 60°.</p>
3-18	8341	[A]	<p><i>The answer stems and explanation are changed to read:</i></p> <p>A—Delays the onset of drag divergence at high speeds and aids in maintaining aileron effectiveness at high speeds.  B—Increase the onset of drag divergence and aid in aileron effectiveness at low speed.  C—Breaks the airflow over the wing so the stall will progress from the root out to the tip of the wing.</p> <p>“Vortex generators” are used to delay or prevent shock wave-induced boundary layer separation encountered in transonic flight. Vortex generators create a vortex which mixes the boundary airflow with the high energy airflow just above the surface. This produces higher surface velocities and increases the energy of the boundary layer. Thus, a stronger shock wave will be necessary to produce airflow separation. (PLT266) — FAA-H-8083-25</p> <p>Answer (B) is incorrect because vortex generators are most effective at high speeds and the increased drag that they produce is not their primary function. Answer (C) is incorrect because a stall strip breaks the airflow over the wing so the stall will progress from the root out to the tip of the wing.</p>
4-26	8642-2	[B]	<p><i>The answer is changed to [B], and Step 2 of the explanation is changed to read:</i></p> <p>2. From the point of intersection on the pressure altitude line, draw a line horizontally to the Climb Limit Brake Release Weight of 137,500 lbs.</p>
4-39	9321	[A]	<p><i>Answer stem C and the explanation for incorrect answer (C) are changed to read:</i></p> <p>C—<math>V_A</math>.</p> <p>Answer (C) is incorrect because <math>V_A</math> is maneuvering speed.</p>
4-71	8556	[C]	<p><i>The answer is changed to [C], and Steps 2 and 3 of the explanation are changed to read:</i></p> <p>2. From that point of intersection, draw a vertical line to the bottom of the graph and read the rate of climb of 645 fpm.  3. With the heater on above 1,800 feet, the rate of climb is 315 fpm less; therefore, the rate of climb is 330 fpm.</p>
6-6	8883	[C]	<p><i>The question, explanation and answer are changed to read:</i></p> <p><b>8883.</b> (Refer to Figure 127.) Which altitude is appropriate for circle 6 (top of Class G airspace)?</p> <p>A—700 or 2,500 feet AGL.  B—500 or 2,000 feet AGL.  C—700 or 1,200 feet AGL.</p> <p>Circle 6 corresponds to the floor of the Class G airspace, which could be 700 or 1,200 feet AGL, depending on whether or not an instrument approach is present. (PLT040) — AIM ¶3-2-1</p>
6-10	9100	[C]	<p><i>The question is changed to read:</i></p> <p><b>9100.</b> What is the maximum acceptable tolerance for penetrating a domestic ADIZ over land?</p>
6-10	9741	[C]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p><b>9741.</b> What is the maximum acceptable tolerance for penetrating a domestic ADIZ over water?</p> <p>A—Plus or minus 10 miles; plus or minus 10 minutes.  B—Plus or minus 10 miles; plus or minus 5 minutes.  C—Plus or minus 20 miles; plus or minus 5 minutes.</p> <p>The aircraft position tolerances over water in a domestic ADIZ is plus or minus five minutes from the estimated time over a reporting point or point of penetration and within 20 NM from the centerline of the intended track over an estimated reporting point or point of penetration. (PLT161) — AIM ¶5-6-1</p>

Page Number	Question Number	Correct Answer	Explanation
6-34	9738	[A]	<p><i>The answer stems are changed to read:</i></p> <p>A—a GPS/WAAS receiver approved for an LPV approach by the AFM supplement.  B—a GPS (TSO-129) receiver certified for IFR operations.  C—an IFR approach-certified system with required navigation performance (RNP) of 0.5.</p>
6-34	9744	[C]	<p><i>A new question is added to read:</i></p> <p>ALL  <b>9744.</b> Pilots are not authorized to fly a published RNAV or RNP procedure unless it is retrievable by the procedure name from</p> <p>A—the aircraft navigation database, or manually loaded with each individual waypoint in the correct sequence.  B—the aircraft navigation database, or manually loaded with each individual waypoint and verified by the pilot(s).  C—the aircraft navigation database.</p> <p>Pilots are not authorized to fly a published RNAV or RNP procedure (instrument approach, departure, or arrival procedure) unless it is retrievable by the procedure name from the aircraft navigation database and conforms to the charted procedure. (PLT116) — AIM ¶5-5-16</p>
8-30	9748	[A]	<p><i>A new question is added to read:</i></p> <p>ALL  <b>9748.</b> The following weather condition may be conducive to severe in-flight icing:</p> <p>A—visible rain at temperatures below 0°C ambient air temperature.  B—visible moisture at temperatures below 5°C ambient temperature.  C—visible rain at temperatures below 10°C ambient temperature.</p> <p>Visible rain at temperatures below 0°C ambient air temperature are conditions conducive to severe inflight icing. (PLT274) — Airworthiness Directives</p>
8-51	Chapter text		<p><i>New chapter text is added to the bottom of the page to read as follows:</i></p> <p>Telephone Information Briefing Service (TIBS) is provided by automated flight service stations (AFSS). It is a continuous recording of meteorological and aeronautical information, available by telephone by calling 1-800-WX-BRIEF. Each AFSS provides at least four route and/or area briefings. In addition, airspace procedures and special announcements (if applicable) concerning aviation interests may also be available. Depending on user demand, other items may be provided, such as METAR observations, terminal aerodrome forecasts, wind/temperatures aloft forecasts, etc. TIBS is not intended to substitute for specialist-provided preflight briefings. It is, however, recommended for use as a preliminary briefing, and often will be valuable in helping you to make a “go or no go” decision.</p>
8-54	9747	[C]	<p><i>A new question is added to read:</i></p> <p>ALL  <b>9747.</b> The Telephone Information Briefing Service (TIBS) recordings are provided by selected Automated Flight Service Stations and</p> <p>A—are updated on the hour.  B—are designed to replace the standard briefing given by a flight service specialist.  C—contain area briefings encompassing a 50 NM radius.</p> <p>TIBS provides continuous telephone recordings of meteorological and aeronautical information, specifically area and route briefings, as well as airspace procedures and special announcements, if applicable. It is designed to be a preliminary briefing tool and is not intended to replace a standard briefing from a flight service specialist. TIBS is available 24 hours a day by calling 1-800-WX-BRIEF and is updated when conditions change. As a minimum, area briefings encompass a 50 NM radius. (PLT116) — AIM ¶7-1-8</p>