

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 FAA is expected to release a new test database in February 2009.

Page Number	Question Number	Correct Answer	Explanation
1-12	9348	[B]	<p><i>The question is changed to read:</i></p> <p>9348. What is the lowest decision height for which a Category II applicant can be certified during the original issuance of the authorization?</p>
3-7	8357	[B]	<p><i>The answer stems are changed to read:</i></p> <p>A—While maneuvering at minimum controllable airspeed to avoid overbanking.                      B—When operating at any airspeed greater than VMC.                      C—When practicing imminent stalls in a banked attitude.</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. (PLT107) — 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 incorrect answer explanation are changed to read:</i></p> <p>C—<math>V_A</math>.                      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, our rate of climb is 330 fpm.</p>