

With the following changes, this text provides complete preparation for the FAA Certified Flight, Ground, and Sport Instructor, Fundamentals of Instructing, and Designated Pilot Examiner 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 *Certified Flight Instructor Test Prep*, which ships with the Computer Testing Supplement (#ASA-CT-8080-5E). No figures changed this year. The FAA is expected to release a new test database in October 2008.

| <b>Page Number</b> | <b>Question Number</b> | <b>Correct Answer</b> | <b>Explanation</b>  |
|--------------------|------------------------|-----------------------|---|
| 2-17               | 6563                   | [A]                   | <p><i>Change the question, answer stem A and explanation to read:</i></p> <p><b>6563.</b> The initial tendency of an aircraft to develop forces that further remove the aircraft from its original position, when disturbed from a condition of steady flight, is known as</p> <p>A—negative static stability.</p> <p>Negative static stability is an inherent quality of an aircraft that causes it to deviate further from a condition of steady flight once it is disturbed from such a condition. An aircraft has negative static stability if, when the nose drops in flight, no restorative force is supplied by the horizontal tail and the nose continues to drop. (PLT480) — FAA-H-8083-25</p> |
| 4-3                | Chapter text           |                       | <p><i>Change the <b>second</b> Step #2 on the page to read:</i></p> <p>Enter the field elevation of 5,515 feet at the PAlt prompt.</p>  |
| 5-29               | 6249                   | [A]                   | <p><i>Change the question to read:</i></p> <p><b>6249.</b> Consider the following statements regarding a Pilot Weather Report (PIREP).</p> <ol style="list-style-type: none"> <li>1. A vertical visibility entry does not constitute a ceiling.</li> <li>2. Fog (FG) can be reported only if the visibility is less than 5/8 mile.</li> <li>3. The ceiling layer will be designated by a "C."</li> <li>4. Mist (BR) can be reported only if the visibility is greater than or equal to 5/8 statute mile.</li> <li>5. Temperatures reported below zero will be prefixed with a "-."</li> <li>6. There is no provision to report partial obscurations.</li> </ol> <p>Select the true statements.</p>      |
| 5-33               | 6265                   | [B]                   | <p><i>Change the question to read:</i></p> <p><b>6265.</b> Vertical visibility is shown on Terminal Aerodrome Forecasts (TAF) reports when the sky is</p>   |
| 5-39               | 6282                   | [A]                   | <p><i>Change the question and explanation to read:</i></p> <p><b>6282.</b> The position of fronts and pressure systems (as of chart time) is best determined by referring to a</p> <p>The position of fronts and pressure systems is shown on a Surface Analysis Weather Chart by the use of broken lines to represent the fronts. A space between the warm or cold pips indicates frontogenesis—the front is building up. A dash between the warm or cold pips indicates frontolysis—the front is dissipating. (PLT071) — AC 00-45</p>   |
| 8-8                | 6336                   | [B]                   | <p><i>Change the question to read:</i></p> <p><b>6336.</b> An applicant who holds a Commercial Pilot Certificate with ASEL ratings is seeking a MEL rating at the commercial level. On August 1, 2007, the applicant shows you a second class medical dated January 2, 2006. May the applicant take the practical test?</p>   |