

With the following changes, this text provides complete preparation for the computerized FAA Commercial Pilot and Military Competency 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 *Commercial Pilot Test Prep*. The FAA is expected to release a new test database in October 2009.

Page Number	Question Number	Correct Answer	Explanation
2-30	5973	[C]	<p><i>A new question is added to read:</i></p> <p>GLI</p> <p>5973. Which of the following elements should be considered when preparing to assemble a glider for flight?</p> <p>A—Whether seat belts and shoulder harnesses are fastened and tightened. B—Availability of water for ballast. C—Checklists that detail the appropriate assembly procedures.</p> <p>While preparing to assemble a glider, consider the following elements: location, number of crewmembers, tools and parts necessary, and checklists that detail the appropriate assembly procedures. (PLT445) — FAA-H-8083-13</p>

4-6 Chapter Text *The chapter text is changed to read:*

Medical Certificates

Student pilot, recreational pilot, and private pilot operations, other than glider and balloon pilots, require a Third-Class Medical Certificate. A Third-Class Medical Certificate expires at the end of:

1. The 60th month after the month of the date of the examination shown on the certificate if the person has not reached his or her 40th birthday on or before the date of examination; or
2. The 24th month after the month of the date of examination shown on the certificate if the person has reached his or her 40th birthday on or before the date of the examination.

The holder of a Second-Class Medical Certificate may exercise commercial privileges during the first 12 calendar months, but the certificate is valid only for private pilot privileges during the following (12 or 48) calendar months, depending on the applicant's age.

The holder of a First-Class Medical Certificate may exercise Airline Transport Pilot privileges during the first (6 or 12) calendar months, commercial privileges during the following (6 or 0) calendar months, and private pilot privileges during the following (12 or 48) calendar months, depending on the applicant's age. To state another way, a medical certificate may last 6 months to a year with first-class privileges, 12 months (from the date of the examination) with second-class privileges, and 2 or 5 years with third-class privileges—depending on whether the applicant is above or below 40 years of age.

Each type of medical certificate is valid through the last day of the month (of the month it expires), regardless of the day the physical examination was given.

Page Number	Question Number	Correct Answer	Explanation																		
4-6	5021	[A]	<p><i>The explanation for incorrect answer (C) is changed to read:</i></p> <p>Answer (C) is incorrect because a Second-Class medical is valid for private pilot operations for 24 or 60 months (depending on the applicant's age).</p>																		
5-15	5972	[A]	<p><i>A new question has been added to read:</i></p> <p>ALL</p> <p>5972. Once a pilot-in-command accepts a "land and hold short" (LAHSO) clearance, the clearance must be adhered to, just as any other ATC clearance, unless</p> <p>A—an amended clearance is obtained or an emergency occurs. B—the wind changes or Available Landing Distance decreases. C—Available Landing Distance decreases or density altitude increases.</p> <p>Once accepted, a LAHSO clearance must be adhered to unless an amended clearance is obtained or an emergency occurs. (PLT140) — AIM ¶4-3-11</p>																		
8-10	5652	[A]	<p><i>The explanation is changed to read:</i></p> <p>1. Construct a table with the Item, Weight, and Moment. The moment of each item is found by using the Loading Graph in FAA Figure 38. Locate the weight of each item on the left side of the chart, and proceed to the right to intersect the correct item line. At point of intersection, proceed downward to find the moment for that item at the specified weight.</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Weight</th> <th>Moment</th> </tr> </thead> <tbody> <tr> <td>Aircraft empty weight</td> <td>1,271</td> <td>102.04</td> </tr> <tr> <td>Pilot and copilot</td> <td>360</td> <td>32.80</td> </tr> <tr> <td>Cargo</td> <td>340</td> <td>39.50</td> </tr> <tr> <td>Fuel (7.0 gal x 6 lbs/gal)</td> <td><u>+ 42</u></td> <td><u>+ 4.00</u></td> </tr> <tr> <td>Totals</td> <td>2,013</td> <td>178.34</td> </tr> </tbody> </table> <p>2. Compare to the limits in FAA Figure 38. Using the CG Envelope Graph, move up the loaded aircraft weight scale to 2,013, then across to 178.34 on the moment/1,000 scale. The CG will remain within limits.</p>	Item	Weight	Moment	Aircraft empty weight	1,271	102.04	Pilot and copilot	360	32.80	Cargo	340	39.50	Fuel (7.0 gal x 6 lbs/gal)	<u>+ 42</u>	<u>+ 4.00</u>	Totals	2,013	178.34
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8-11	5649	[B]	<p><i>Step #5 of the explanation and answer are changed to read:</i></p> <p>5. Calculate the new CG: Original CG 68.80000 + CG change .03674 = New CG 68.83674</p>																		
8-44	5589	[C]	<p><i>Change the explanation and answer to read:</i></p> <p>The field elevation at University Airport is 68 feet MSL. A 381-foot obstacle southwest of the airport must be cleared by 500 feet.</p> $68 + 313 + 500 = 881$ <p>Therefore, the altimeter would read 881 feet MSL. (PLT041) — Sectional Chart Legend</p>																		