



Update to Commercial Pilot Test

Commercial Pilot Test Prep 2010

July 2010

ASA-TP-C-10

With the following changes, ASA's *Commercial Pilot Test Prep 2010* provides complete preparation for the FAA Commercial Pilot and Military Competency Knowledge Exams. The FAA may rearrange the answer stems on your test to appear in a different order than you see in the ASA Test Prep. 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 *Commercial Pilot Test Prep 2011*, which ships with the Computer Testing Supplement (#ASA-CT-8080-1C). No figures changed this year. The next test change from the FAA is expected in October 2010.

Page Number	Question Number	Correct Answer	Explanation
xvii	Test-Taking Tips		<i>Item #14 is added to read:</i> Your test will be graded immediately upon completion and your score will display on the computer screen. You will be allowed 10 minutes to review any questions you missed. You will see the question only; you will not see the answer choices or your selected response. This allows you to review the missed areas with an instructor prior to taking the Practical exam.
1-9	5218	[C]	<i>The category rating is changed to AIR, GLI, RTC.</i>
1-13	5974	[B]	<i>A new question is added to read:</i> AIR 5974. A sweptwing airplane with weak static directional stability and increased dihedral causes an increase in A—Mach tuck tendency. B—Dutch roll tendency. C—longitudinal stability. When the dihedral effect is large in comparison with static direction stability, the dutch roll motion has weak dampening and is increased. (PLT214) — FAA-H-8083-25 Answer (A) is incorrect because Mach tuck tendency occurs when going through the sound barrier. Answer (C) is incorrect because longitudinal stability is not affected by directional stability or dihedral.
1-18	5192	[C]	<i>The category rating is changed to AIR, GLI, RTC.</i>
1-18	5225	[A]	<i>The category rating is changed to AIR, GLI, RTC.</i>
1-19	5157	[B]	<i>The category rating is changed to AIR, GLI, RTC.</i>
1-19	5222	[C]	<i>The category rating is changed to AIR, GLI, RTC.</i>
4-11	Chapter Text		<i>In the first paragraph under the heading Towing, "12 months" is changed to "24 months."</i>
4-11	5034	[B]	<i>In the question, "12 months" is changed to "24 months."</i>

Page Number	Question Number	Correct Answer	Explanation
5-17	5970	[A]	<p><i>The explanation is changed to read:</i></p> <p>When ATC clears an aircraft to “taxi to” an assigned takeoff runway, the absence of holding instructions does not authorize the aircraft to “cross” all runways which the taxi route intersects except the assigned takeoff runway. A clearance must be obtained prior to crossing any runway. It does not include authorization to “taxi onto” or “cross” the assigned takeoff runway at any point. You should taxi and hold short of runway 16, which is position 5. (PLT511) — AIM ¶4-3-18</p>
5-18	5975	[C]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p>5975. When turning onto a taxiway from another taxiway, what is the purpose of the taxiway directional sign?</p> <p>A—Indicates direction to take-off runway. B—Indicates designation and direction of exit taxiway from runway. C—Indicates designation and direction of taxiway leading out of an intersection.</p> <p>The taxiway directional sign identifies the designation(s) of the intersecting taxiway(s) leading out of the intersection that a pilot would normally be expected to turn onto or hold short of. (PLT141) — AIM ¶2-3-10</p> <p>Answer (A) is incorrect because this is the purpose of the runway location sign. Answer (B) is incorrect because this is the purpose of the destination sign.</p>



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