



Update to Commercial Pilot Test

Commercial Pilot Test Prep 2012

November 2011

ASA-TP-C-12

With the following changes, ASA's *Commercial Pilot Test Prep 2012* provides complete preparation for the FAA Commercial and Military Competency Knowledge Exams.

About the Test Changes

The FAA exams are “closed tests” which means the exact database of questions is not available to the public. The question and answer choices in this book provide the largest sampling of representative FAA questions available and they are derived from history and experience with the FAA testing process. You might see similar although not exactly the same questions on your official FAA exam. Answer stems may be rearranged from the A, B, C order you see in this book. Therefore, be careful to fully understand the intent of each question and corresponding answer while studying, rather than memorize the A, B, C answer. You may be asked a question that has unfamiliar wording; studying and understanding the information in this book and the associated reference documents will give you the tools to answer all types of questions with confidence.

We invite your feedback. After you take your official FAA exam, let us know how you did. Were you prepared? Did the ASA products meet your needs and exceed your expectations? We want to continue to improve these products to ensure applicants are prepared, and become safe aviators. Send feedback to: cfi@asa2fly.com

The next FAA test change is expected in June 2012.

Page Number	Question Number	Correct Answer	Explanation
1-17	5978	[A]	<p><i>Add a new question to read:</i></p> <p>AIR</p> <p>5978. If the airspeed is decreased from 98 knots to 85 knots during a coordinated level 45° banked turn, the load factor will</p> <p>A—remain the same, but the radius of turn will decrease. B—decrease, and the rate of turn will decrease. C—remain the same, but the radius of turn will increase.</p> <p>At a given angle of bank, a lower airspeed will make the radius of the turn smaller and the airplane will be turning at a faster rate. This compensates for the reduced centrifugal force, allowing the load factor to remain the same. (PLT018) — FAA-H-8083-25</p>
5-8	5576	[C]	<p><i>The question, answer and explanation are changed to read:</i></p> <p>ALL, MIL</p> <p>5576. The thinner outer magenta circle depicted around Class B Airspace is</p> <p>A—the outer segment of Class B Airspace. B—an area within which an appropriate transponder must be used from outside of the Class B Airspace from the surface to 10,000 feet MSL. C—a Mode C “veil” boundary where a balloon may penetrate without a transponder, provided it remains below 10,000 feet MSL.</p> <p>A balloon or glider may conduct operations in the airspace below the altitude of the ceiling of a Class B or Class C airspace area designated for an airport, or 10,000 feet MSL, whichever is lower. (PLT161) — Sectional Chart Legend</p>