

With the following changes, this text provides complete preparation for the 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 2009 *Commercial Pilot Test Prep*, which ships with the Computer Testing Supplement (#ASA-CT-8080-1C). No figures changed this year. The FAA is expected to release a new test database in October 2008.

Page Number	Question Number	Correct Answer	Explanation						
2-33	5146	[C]	<p><i>Add a new question to read:</i></p> <p>GLI</p> <p>5146. What factors affect glider performance during launch?</p> <p>A—Density altitude at the launch airport and towline strength. B—Pressure altitude at the launch airport and the temperature sounding at 1,000 feet AGL. C—Power output of the launch mechanism and aerodynamic efficiency of the glider.</p> <p>Glider performance during launch depends on the power output of the launch mechanism and on the aerodynamic efficiency of the glider itself. The three major factors that affect performance are density altitude, weight, and wind. (PLT304) — FAA-H-8083-13</p>						
4-47	5927	[A]	<p><i>Change the question and explanation to read:</i></p> <p>5927. Which is true regarding professionalism as an instructor?</p> <p>A—Professionalism demands a code of ethics. B—To achieve professionalism, actions and decisions must be limited to standard patterns and practices. C—Professionalism does not require extended training and preparation.</p> <p>Professionalism demands a code of ethics. Professionals must be true to themselves and to those they serve. Anything less than a sincere performance is quickly detected, and immediately destroys their effectiveness. (PLT229) — FAA-H-8083-9</p>						
5-17	5145	[B]	<p><i>Add a new question to read:</i></p> <p>ALL</p> <p>5145. (Refer to Figure 60.) Sign '1' is an indication</p> <p>A—of an area where aircraft are prohibited. B—that the taxiway does not continue. C—of the general taxiing direction to a taxiway.</p> <p>The black and yellow diagonal striped sign is a taxiway ending marker, which indicates the taxiway does not continue. (PLT141) — FAA-H-8083-25</p>						
8-10	5652	[A]	<p><i>In Step 1 of the explanation, change the last 2 rows to read:</i></p> <table style="margin-left: 40px;"> <tr> <td>Fuel</td> <td style="text-align: right;">+ 37</td> <td style="text-align: right;">+4.00</td> </tr> <tr> <td>Totals</td> <td style="text-align: right;">2,008</td> <td style="text-align: right;">178.34</td> </tr> </table> <p><i>In Step 2 of the explanation, change "2,013" to "2,008."</i></p>	Fuel	+ 37	+4.00	Totals	2,008	178.34
Fuel	+ 37	+4.00							
Totals	2,008	178.34							

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Page Number	Question Number	Correct Answer	Explanation						
8-11	5649	[A]	<p><i>Change the answer and Step 5 of the explanation to read:</i></p> <p>5. Calculate the new CG:</p> <table> <tr> <td>Original CG</td> <td>68.80000</td> </tr> <tr> <td>CG change</td> <td><u>− .03674</u></td> </tr> <tr> <td>New CG</td> <td>68.76326</td> </tr> </table>	Original CG	68.80000	CG change	<u>− .03674</u>	New CG	68.76326
Original CG	68.80000								
CG change	<u>− .03674</u>								
New CG	68.76326								
10-4	5598	[C]	<p><i>Change the answer, explanation, and incorrect answer explanation to read:</i></p> <p>The FAF begins at the lightning bolt and the Missed Approach Point is where the dotted line continues. (PLT083) — IAP Legend</p> <p>Answer (A) is incorrect because 4.8 NM is the distance from the LOM to the MM. Answer (B) is incorrect because the note in the airport diagram (FAF to MAP is 5.2 NM) is for a nonprecision approach (LOC), not an ILS.</p>						