Update to Instrument Rating Test — June 2008

Instrument Rating Test Prep — ASA-TP-I-08

With the following changes, this text provides complete preparation for the FAA Instrument Rating, Instrument Flight Instructor (CFII), Instrument Ground Instructor, and Foreign Pilot 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 *Instrument Rating Test Prep*, which ships with the Computer Testing Supplement (#ASA-CT-8080-3E). 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
2-6	4179	[C]	*Change the answer stems to read:* A—sustained surface wind speed of 6 knots or greater. B—sustained surface wind speed of 15 knots or greater. C—sustained surface wind speed of 20 knots or greater.
2-13	4183	[A]	*Change answer stem A and the explanation to read:* A—Widespread sand or dust storms affecting at least 3,000 square miles or an area deemed to have a significant effect on the safety of aircraft operations. A SIGMET advises of weather potentially hazardous to all aircraft. A SIGMET may be issued when any of the following conditions occur or is expected to occur in an area affecting at least 3,000 square miles or an area deemed to have a significant effect on the safety of aircraft operations: thunderstorms (except for the contiguous U.S.), severe or greater turbulence, severe icing, widespread duststorm, widespread sandstorm, volcanic ash, or tropical cyclone. (PLT290) — AC 00-45
2-21	4235	[B]	*Change answer stem B to read:* B—know the chart displays precipitation only; it does not display clouds, fog, fronts, or other boundaries.
3-17	4604	[B]	*A new question has been added to read:* ALL **4604.** What indication should be observed on a turn coordinator during a right turn while taxiing? A—The miniature aircraft will show a turn to the left and the ball remains centered. B—The miniature aircraft will show a turn to the right and the ball moves to the left. C—Both the miniature aircraft and the ball will remain centered. When an aircraft makes a taxiing right turn, the turn coordinator will show the same indications as a level, no-bank right turn in flight. Those indications are: The miniature airplane will show a right turn (the direction of turn and rate) while the ball will show an uncoordinated turn (a skid), by moving to the left. (PLT118) — FAA-H-8083-15 Answer (A) is incorrect because the ball would move to the outside of the turn due to centrifugal force. Answer (C) is incorrect because the miniature aircraft will show a turn to the right and the ball will move to the left.

Continued…

Page Number	Question Number	Correct Answer	Explanation
5-6	4013	[A]	*Change the explanation to read as follows:* A pilot who does not meet the recent instrument experience requirements during the prescribed time has 6 months thereafter to meet the experience requirements, or pass an instrument competency check in the category of aircraft involved.
6-10	4760-1	[B]	*Change question category to AIR.*
7-4	4953	[A]	*A new question has been added to read:* ALL **4953.** The lowest published altitude which meets obstacle clearance requirements and assures acceptable navigational signal coverage is the A—MEA. B—MRA. C—MOCA. Minimum Enroute IFR Altitude (MEA) is the lowest published altitude which assures acceptable navigational signal coverage and meets obstacle clearance requirements between those fixes. (PLT033) — Pilot/Controller Glossary Answer (B) is incorrect because MRA is the lowest altitude required to receive adequate signals to determine specific fixes. Answer (C) is incorrect because MOCA is the lowest altitude which meets obstacle clearance requirements for the entire route segment and which assures acceptable navigation coverage only within 22 NM of a VOR.
7-23	4279	[C]	*The correct answer and Item #2 of the explanation are changed to read:* 2. Using a flight computer, calculate the ground speeds and ETE to complete the flight log: **FROM** **TO** **CRS** **DIST** **GS** **ETE** HOT Marki — — — 00:12:00 (given) Marki VOR COP 221 10 140.5 00:04:16 COP TXK 210 45 140.5 00:19:13 TXK Conny 272 61 154.8 00:23:39 Conny BUJ3 239 59 142.8 00:24:47 BUJ3 Weder Int 239 24 142.8 00:10:16 BUJ3 D/A — — — 00:10:00 (given) **Total ETE:** 1:44:11
7-28	4265	[B]	*The question, answer and explanation are changed:* “15 GPH” is now “17.5 GPH” in the question, in the first sentence of the explanation and step #3, resulting in a new answer of 20.1.
8-11	4771	[A]	*In the explanation for incorrect answers, change the first sentence to read:* Answer [B] is incorrect because the pilot has only been cleared for runway 07 left, and should commence as soon as the runway enviornment is in sight. …