

With the following changes, this text provides complete preparation for the computerized FAA Instrument Rating, Instrument Flight Instructor (CFII), Instrument Ground Instructor (IGI), 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 2010 *Instrument Rating Test Prep*. The FAA is expected to release a new test database in October 2009.

Page Number	Question Number	Correct Answer	Explanation																																																						
3-32	4930	[B]	<p><i>Change the answer stems to read:</i></p> <p>A—The altimeter will read lower than normal, airspeed lower than normal, and the VSI will momentarily show a descent.</p> <p>B—The altimeter will read higher than normal, airspeed greater than normal, and the VSI will momentarily show a climb.</p> <p>C—The altimeter will read lower than normal, airspeed greater than normal, and the VSI will momentarily show a climb and then a descent.</p>																																																						
6-38	4954	[A]	<p><i>A new question is added to read:</i></p> <p>ALL</p> <p><b>4954.</b> When exiting the runway, what is the purpose of the runway exit sign?</p> <p>A—Indicates designation and direction of exit taxiway from runway.</p> <p>B—Indicates designation and direction of taxiway leading out of an intersection.</p> <p>C—Indicates direction to take-off runway.</p> <p>Runway exit signs provide the direction to turn to exit the runway onto the named taxiway. (PLT141) — FAA-H-8083-25</p> <p>Answer (B) is incorrect because this is the purpose of the taxiway directional sign. Answer (C) is incorrect because this is the purpose of the direction sign.</p>																																																						
7-23	4279	[C]	<p><i>Change the explanation to read as follows:</i></p> <p>To answer this question, the flight log in FAA Figure 33 must be completed. The related BUJ.BUJ3 STAR (FAA Figure 35) and the enroute chart (FAA Figure 34) provide some alterations to the flight log. On V573 the bend in the airway at ELMMO intersection, 10 NM southwest of MARKI intersection requires an additional leg. The BUJ DESCENT also requires an additional leg in order to account for the checkpoints in the STAR regarding the aircraft landing at ADDISON (Figure 35A).</p> <ol style="list-style-type: none"> <li>Convert winds to magnetic using the wind entry of 9,000 feet since it is closest to flight planned altitude of 8,000 feet (Figure 32, Box 7), and apply variation (note in Figure 33):             <p>9,000</p> <math display="block">2,240+08 = 220^\circ \text{ at } 40 \text{ knots}</math> <math display="block">220^\circ - 4^\circ = 216^\circ</math> </li> <li>Using a flight computer, calculate the ground speeds and ETE to complete the flight log:             <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>CRS</th> <th>DIST</th> <th>GS</th> <th>ETE</th> </tr> </thead> <tbody> <tr> <td>HOT</td> <td>MARKI</td> <td>—</td> <td>—</td> <td>—</td> <td>00:12:00 (given)</td> </tr> <tr> <td>MARKI</td> <td>ELMMO</td> <td>221</td> <td>10</td> <td>140.1</td> <td>00:04:17</td> </tr> <tr> <td>ELMMO</td> <td>TXK</td> <td>210</td> <td>45</td> <td>140.2</td> <td>00:19:15</td> </tr> <tr> <td>TXK</td> <td>CONNY</td> <td>272</td> <td>61</td> <td>154.6</td> <td>00:23:40</td> </tr> <tr> <td>CONNY</td> <td>BUJ3</td> <td>239</td> <td>59</td> <td>142.5</td> <td>00:24:51</td> </tr> <tr> <td>BUJ3</td> <td>WEDER</td> <td>215</td> <td>24</td> <td>140.0</td> <td>00:10:17</td> </tr> <tr> <td>WEDER</td> <td>D/A</td> <td>—</td> <td>—</td> <td>—</td> <td>00:10:00 (given)</td> </tr> <tr> <td colspan="5">Total ETE:</td> <td>1:44:20</td> </tr> </tbody> </table> </li> </ol>	FROM	TO	CRS	DIST	GS	ETE	HOT	MARKI	—	—	—	00:12:00 (given)	MARKI	ELMMO	221	10	140.1	00:04:17	ELMMO	TXK	210	45	140.2	00:19:15	TXK	CONNY	272	61	154.6	00:23:40	CONNY	BUJ3	239	59	142.5	00:24:51	BUJ3	WEDER	215	24	140.0	00:10:17	WEDER	D/A	—	—	—	00:10:00 (given)	Total ETE:					1:44:20
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Page Number	Question Number	Correct Answer	Explanation
8-27	4955	[B]	<p><i>A new question is added to read:</i></p> <p><b>4955.</b> (Refer to Figure 152.) At what point is the pilot authorized to descend below 5,200 feet when cleared to the SUXYO waypoint from the West?</p> <p>A—24 N from AJCIZ.  B—24 NM from SUXYO.  C—30 NM from SUXYO.</p> <p>The plan view of the approach plate shows that the pilot can descend below 5,200 feet to 4,900 when at a point 24 NM to SUXYO. (PLT083) — Instrument Approach Procedures</p>
8-27	4956	[B]	<p><i>A new question is added to read:</i></p> <p><b>4956.</b> (Refer to Figure 152.) What waypoints are designated as fly-over waypoints?</p> <p>A—FAF and AGHAN.  B—Missed approach and AGHAN.  C—Missed approach and the IAFs.</p> <p>Both AGHAN and the missed approach are depicted with the four-pointed star enclosed in a circle, which indicates these are fly-over waypoints. This type of waypoint is used to denote a missed approach point, a missed approach holding point, or other specific points in space that must be flown over. (PLT083) — Instrument Approach Procedures</p>