Update to Instrument Rating Test

July 2010

Instrument Rating Test Prep 2010

ASA-TP-I-10

With the following changes, ASA's *Instrument Rating Test Prep 2010* provides complete preparation for the FAA Instrument Rating, Instrument Flight Instructor (CFII), and Instrument Ground Instructor 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 *Instrument Rating Test Prep 2011*, which ships with the Computer Testing Supplement (#ASA-CT-8080-3E). No figures changed this year. The next test change from the FAA is expected in October 2010.

Page Number	Question Number	Correct Answer	Explanation
xix	Test-Taking Tips		*Item #15 is added to read:* 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.
1-23	4957	[A]	*A new question is added to read:* ALL **4957.** Pilots should check for ice accumulation prior to flight by A—using a flashlight to reflect off a white wing. B—using ice detection lights. C—feeling the control surface, especially the leading edges. Early ice detection is critical and is particularly difficult during night flight. Use a flashlight to check for ice accumulation on the wings. (PLT493) — AC 91-51 Answer (B) is incorrect because ice detection lights are used inflight to monitor wing accumulation at night. Answer (C) is incorrect because not all control surfaces are within physical reach, particularly the tailplane.
1-23	4958	[C]	*A new question is added to read:* ALL **4958.** When icing is detected, particularly while operating an aircraft without deicing equipment, the pilot should A—fly to an area with liquid precipitation. B—fly to a lower altitude. C—leave the area of precipitation or go to an altitude where the temperature is above freezing. When icing is detected, a pilot should do one of two things, particularly if the aircraft is not equipped with deicing equipment: leave the area of precipitation or go to an altitude where the temperature is above freezing. This "warmer" altitude may not always be a lower altitude. Proper preflight action includes obtaining information on the freezing level and the above-freezing levels in precipitation areas. (PLT493) — FAA-H-8083-15 Answer (A) is incorrect because pilots should leave the area of any precipitation; even liquid precip can result in an icing scenario. Answer (B) is incorrect because a "warmer" altitude may not always be a lower altitude.

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Page Number	Question Number	Correct Answer	Explanation
1-23	4959	[C]	*A new question is added to read:* ALL **4959.** Tailplane icing can be detected by A—a slow and steady decrease in altitude. B—flaps failing to operate. C—a sudden change in elevator force or uncommanded nose-down pitch. Since the tailplane is ordinarily thinner than the wing, it is a more efficient collector of ice. It is important the pilot be alert to the possibility of a tailplane stall, particularly on approach and landing. Any of the following symptoms, occurring singly or in combination, may be a warning of tailplane icing: elevator control pulsing, oscillations or vibrations; abnormal nose-down trim change; reduction or loss of elevator effectiveness; sudden change in elevator force; sudden uncommanded nose-down pitch. (PLT493) — FAA-H-8083-15 Answer (A) is incorrect because tailplane ice or a taiplane stall typically results in a rapid change in pitch. Answer (B) is incorrect because flaps may operate even with tailplane icing, further aggravating or initiating a stall.
1-23	4960	[C]	*A new question is added to read:* ALL **4960.** If tailplane icing or a tailplane stall is detected, the pilot should A—lower the flaps to decrease airspeed. B—decrease power to V_{FE}. C—retract flaps and increase power. If a tailplane stall is suspected, the pilot should immediately retract flaps to the previous setting and apply appropriate nose-up elevator pressure; increase airspeed appropriately for the reduced flap extension setting; apply sufficient power for aircraft configuration and conditions; make nose-down pitch changes slowly; and if a pneumatic deicing system is used, operate the system several times in an attempt to clear the tailplane of ice. (PLT493) — FAA-H-8083-15 Answer (A) is incorrect because flaps should not be used if tailplane ice is suspected. Answer (B) is incorrect because power should be increased if tailplane ice is suspected.
1-23	4961	[B]	*A new question is added to read:* ALL **4961.** If icing is suspected on an airplane equipped with deicing equipment, the pilot should A—first confirm ice with the ice light prior to deploying the pneumatic boots. B—operate the pneumatic deicing system several times to clear the ice. C—operate the pneumatic deicing system once to allow time for the ice removal. Pneumatic boots are one method capable of removing ice from an aircraft surface. This system is commonly used on smaller aircraft and usually provides ice removal for the wing and tail section by inflating a rubber boot. (PLT493) — FAA-H-8083-15 Answer (A) is incorrect because the deicing system should be used as soon as icing is suspected. Answer (C) is incorrect because the pneumatic boots should be inflated/deflated several times to try to remove the ice.
1-23	4962	[B]	*A new question is added to read:* ALL **4962.** The first place ice is likely to form on an aircraft is the A—wings. B—tailplane. C—windshield. Small and/or narrow objects are the best collectors of droplets and ice up most rapidly. This is why a small protuberance within sight of the pilot can be used as an “ice evidence probe.” It is generally one of the first parts of the airplane on which an appreciable amount of ice forms. An aircraft’s tailplane is a better collector than its wings, because the tailplane presents a thinner surface to the airstream. (PLT493) — FAA-H-8083-15 Answer (A) is incorrect because the wings are thicker than the tailplane so not as likely to first build up with ice. Answer (C) is incorrect because the windshield does not protrude into the airstream as much as the control surfaces, so it is less likely than the tailplane to develop ice.

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Page Number	Question Number	Correct Answer	Explanation
4-33	4665		*The question is removed.*
4-39	4798		*The question is removed.*
4-40	4948	[B]	*The answer and explanation are changed to read:* The avionics necessary to receive all of the ground-based facilities appropriate for the route to the destination airport and any required alternate airport must be installed and operational. Ground-based facilities necessary for these routes must also be operational. (PLT354) — AIM ¶1-1-19 Answer (A) is incorrect because ground-based facilities must be operational for the whole route, not just the approach. Answer (C) is incorrect because ground-based facilities must be operational regardless of RAIM status (although active monitoring is only required if RAIM predicts an outage).
5-27	Chapter Text		*Under heading Aircraft Accident/Incident Reporting and NOTAMs, the second paragraph and items 1, 2, and 3 are changed to read:* Notices to Airmen (NOTAMs) provide the most current information available. They provide time-critical information on airports and changes that affect the national airspace system and are of concern to instrument flight rule (IFR) operations. NOTAM information is classified into four categories: NOTAM (D) or distant, Flight Data Center (FDC) NOTAMs, pointer NOTAMs, and military NOTAMs. NOTAM-Ds are attached to hourly weather reports and are available at flight service stations (AFSS/FSS). FDC NOTAMs are issued by the National Flight Data Center and contain regulatory information, such as temporary flight restrictions or an amendment to instrument approach procedures. Pointer NOTAMs highlight or point out another NOTAM, such as an FDC or NOTAM (D). This type of NOTAM will assist pilots in cross-referencing important information that may not be found under an airport or NAVAID identifier. Military NOTAMs pertain to U.S. Air Force, Army, Marine, and Navy NAVAIDs/airports that are part of the NAS. NOTAM-Ds and FDC NOTAMs are contained in the Notices to Airmen publication, which is issued every 28 days. Prior to any flight, pilots should check for any NOTAMs that could affect their intended flight.
5-27	4079	[C]	*The answer stems and explanation are changed to read:* A—Aeronautical Information Manual, aeronautical charts, and Distant (D) Notice to Airmen (NOTAM's). B—Airport Facility Directory, FDC NOTAM's, and Local (L) NOTAM's. C—Airport Facility Directory and Distant (D) NOTAM's The Airport/Facility Directory provides current airport conditions known. The Distant (D) NOTAMs provide the latest status of airport conditions, for those items too recent or temporary to be published in the A/FD. (PLT445) — AIM ¶5-1-3
5-28	4080	[C]	*The explanation for incorrect answers is changed to read:* Answers (A) and (B) are incorrect because they describe the purpose of NOTAM-Ds.
5-28	4080-1	[A]	*The explanation for incorrect answers is removed and the answer stems are changed to read:* A—Current NOTAM (D) and FDC NOTAMs. B—All Current NOTAMs. C—Current FDC NOTAMs.
5-28	4406	[B]	*The explanation and explanation for incorrect answers are changed to read:* FDC NOTAMs are published as needed by the National Flight Data Center (FDC) and are kept on file at the FSS until published or canceled. (PLT323) — AIM ¶5-1-3 Answer (A) is incorrect because NTAP are only published every 28 days and the FSS may have more current data. Answer (C) is incorrect because the A/FD only includes changes that are permanent and were known at the time of publication.

Page Number	Question Number	Correct Answer	Explanation
6-39	4951	[A]	*The explanation is changed to read:* 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. (PLT141) — AIM ¶4-3-18
6-39	4963	[C]	*A new question is added to read:* ALL **4963.** The ILS critical area markings denote A—where you are clear of the runway. B—where you must be to start your ILS procedure. C—where you are clear of the ILS critical area. The ILS critical area sign is located adjacent to the ILS holding position marking on the pavement and can be seen by pilots leaving the critical area. The sign is intended to provide pilots with another visual cue which they can use as a guide in deciding when they are clear of the ILS critical area. (PLT141) — AIM 2-3-9
7-28	4265	[B]	*The explanation is changed to read:* Use the following steps to complete the flight log and find the fuel consumption at 17.5 GPH: 1. Find the ground speed. The winds are given 230° (True) at 8 knots. The true course is 165° (151° magnetic + 14° variation), and the true airspeed is 175. Using a flight computer you have an estimated ground speed of 171.5 knots. 2. Find the time en route for the flight. Looking at FAA Figure 24, the Enroute Low Altitude Chart shows the leg from HERRM to MANCA to be 75 miles. Using a flight computer calculate the time to the second leg to be 00:26:14. Adding the time it takes for each leg (the first leg is given as 00:24:00, and the last leg is given as 00:18:30), the total time en route is 01:08:44. 3. Find the total fuel burn. Using a flight computer, set fuel burn at 17.5 GPH and find the total fuel burn for 01:08:44 as 20 gallons. (PLT012) — FAA-H-8083-25

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