With the following changes, ASA's Airline Transport Pilot Test Prep 2018 provides complete preparation for the FAA ATP and Aircraft Dispatcher Knowledge Exams. This test continues to reference the Computer Testing Supplement for Airline Transport Pilot and Aircraft Dispatcher (FAA-CT-8080-7C + Addendum A + Addendum B + Addendum C).

About the Test Changes

The FAA exams are “closed tests” which means the exact database of questions is not available to the public. However, each test cycle the FAA provides a What’s New document, which identifies subjects that have been removed or added to a test. This document also includes pertinent information to ensure training and testing remains correlated, which in turn promotes a reliable certification system.

The question and answer choices in this book provide a comprehensive representation of FAA questions, derived from history and experience with the airman 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 pilots. Send feedback to: cfi@asa2fly.com

The next FAA test change is expected in October 2018.

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<th>Page Number</th>
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<th>Explanation</th>
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| 2-41        | 9917            | [A]            | A new question is added to read:  
ALL 9917. It is important for a pilot to ask for site-specific WAAS UNRELIABLE NOTAMS for your destination airport before a flight because  
A— Air Traffic Control will not advise pilots of site-specific WAAS UNRELIABLE NOTAMS.  
B— Air Traffic Control will confirm that you have site-specific information from a pre-flight briefing.  
C— this provides for a second level of safety in the National Airspace System.  
Site-specific WAAS MAY NOT BE AVBL NOTAMs indicate an expected level of service; for example, LNAV/VNAV, LP, or LPV may not be available. Pilots must request site-specific WAAS NOTAMs during flight planning. In flight, Air Traffic Control will not advise pilots of WAAS MAY NOT BE AVBL NOTAMs. (PLT354) — AIM ¶1-1-18 |

| 4-39        | 8691            | [A]            | The explanation for the incorrect answers is removed. |

| 4-97        | 9627            | [A]            | The explanation is changed to read:  
To answer this question, complete the flight log in FAA Figure 179 using the information given in the problem:  
1. Change the winds aloft at FL190 from true to magnetic. Variation is provided in the remarks section of the flight plan (FAA Figure 179). Winds at ORF are 300° True at 70 knots. 300° True + 10° West variation = 310° Magnetic  
2. Find the distance flown for the leg. In this case it is 42 NM, the distance from ORF to SAWED (FAA Figure 181).  
3. Find the ground speed for the leg from ORF to SAWED using a flight computer; Wind direction 310° (calculated in Step 1). Wind speed 70 knots (given in the flight log). Course 030° (J121 is the ORF 030° radial). TAS 236 knots (given in the flight plan in FAA Figure 179). Calculated GS is 213.6 knots. (Continued) |
4. Compute the time enroute for the leg from ORF to SAWED: Distance 42 NM (determined in Step 2). Ground speed 213.6 (calculated in Step 3). Calculated leg time is 11 minutes, 48 seconds.

5. Since the next question asks for the flight required for the next leg, calculate the fuel burned on this leg. ETE is :11:48 (calculated in Step 4). Fuel flow is 689 PPH (in note at the bottom of the flight log). Fuel burned is 133.5 pounds.

6. Repeat steps for the subsequent legs to fill in the flight log.

<table>
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<tr>
<th>FROM</th>
<th>TO</th>
<th>CRS</th>
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<th>GS</th>
<th>NM</th>
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*(given)

5-28 8530 [C] *Step 3 of the explanation is changed to read:*

3. New total weight = 14,356 + 420 = 14,776

6-15 Chapter text *The last sentence of the first paragraph is changed to read:*

NOTAM information is classified into five categories: NOTAM (D) or distant, Flight Data Center (FDC) NOTAMs, pointer NOTAMs, Special Activity Airspace (SAA) NOTAMs, and military NOTAMs.

6-15 Chapter text *Insert a new fourth paragraph to read:*

SAA NOTAMs are issued when Special Activity Airspace will be active outside the published schedule times and when required by the published schedule. Pilots and other users are still responsible to check published schedule times for Special Activity Airspace as well as any NOTAMs for that airspace.

6-61 9692 [A] *Answer stem B is changed to read:*


8-45 9242 [B] *The question is changed to read:*

9242. METAR KFSO 030900Z VRB02KT 7SM MIFG
SKC 15/14 A3012 RMK SLP993 6//// T01500139 56012