Update to Instructor Test
Instructor Test Prep 2018

With the following changes, ASA's *Instructor Test Prep 2018* provides complete preparation for the FAA Fundamentals of Instructing (FOI), Certified Flight Instructor (CFI), Ground Instructor (BGI, AGI), and Military Competence Instructor (MCI) Knowledge Exams. This test references the new *Airman Knowledge Testing Supplement for Flight Instructor, Ground Instructor, and Sport Pilot Instructor* (FAA-CT-8080-5H). Be sure to download and become familiar with the new figures.

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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<tr>
<th>Page Number</th>
<th>Question Number</th>
<th>Correct Answer</th>
<th>Explanation</th>
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<tbody>
<tr>
<td>5-34</td>
<td>6268</td>
<td>[A]</td>
<td><em>The correct answer is changed to A.</em></td>
</tr>
<tr>
<td>7-14</td>
<td>Chapter text</td>
<td></td>
<td><em>The last sentence of the first paragraph is changed to read:</em> 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.</td>
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<tr>
<td>7-15</td>
<td>Chapter text</td>
<td></td>
<td><em>Insert a new third paragraph to read:</em> 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.</td>
</tr>
<tr>
<td>8-8</td>
<td>Chapter text</td>
<td></td>
<td><em>The first paragraph is replaced with new text to read:</em> Student pilot, recreational pilot, private pilot, and flight instructor operations, other than glider and balloon pilots, require a third-class medical certificate or if operating without a medical certificate compliance with 14 CFR Part 68, referred to as BasicMed.</td>
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<tr>
<td>Page Number</td>
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| 8-9         | 6325-1          | [C]           | A new question is added to read: AIR, RTC, LTA, MCI  
6325-1. To act as PIC while exercising flight instructor privileges with a student pilot, you must maintain at minimum  
A— a first-class medical certificate.  
B— a second-class medical certificate.  
C— BasicMed compliance.  

A person receiving flight training may receive flight instruction from a flight instructor while the flight instructor is operating under BasicMed, when the flight instructor is acting as PIC. While flight instruction for compensation is considered "other commercial flying" for flight and duty requirements under 14 CFR Parts 121 and 135, "a certificated flight instructor who is acting as PIC or as a required flightcrew member and is receiving compensation for his or her flight instruction is only exercising the privileges of a private pilot." (PLT427) — AC 68-1 |
| 8-9         | 6325-2          | [A]           | A new question is added to read: AIR, RTC, LTA, MCI  
6325-2. To operate under BasicMed the PIC must have completed a physical examination by a state-licensed physician within the preceding  
A— 48 months.  
B— 24 months.  
C— 12 months.  

BasicMed regulations require you to complete the comprehensive medical examination checklist (CMEC) every 24 months while a physical examination by a state-licensed physician must be completed every 48 months. (PLT427) — AC68-1 |
| 8-9         | 6325-3          | [A]           | A new question is added to read: AIR, RTC, LTA, MCI  
6325-3. You are a flight instructor acting solely as a safety pilot under Part 91 during a simulated instrument flight, you are required to possess at minimum  
A— a third-class medical certificate.  
B— BasicMed compliance and a valid U.S. driver’s license.  
C— a Flight Instructor Certificate.  

A pilot acting as a safety pilot per part §91.109(c) would be a required pilot flightcrew member by regulation rather than a passenger. Section 91.109(c) states that no person may operate a civil aircraft in simulated instrument flight unless the other control seat is occupied by a safety pilot who possesses at least a Private Pilot Certificate with category and class ratings appropriate to the aircraft being flown. Because a safety pilot is a required pilot flightcrew member, the safety pilot must hold a valid and appropriate medical certificate in accordance with §61.3(a). BasicMed privileges can only be exercised by a person acting as safety pilot when that person is also acting as PIC. (PLT427) — AC 68-1  

Answer (B) is incorrect because BasicMed privileges do not extend to anyone who is not acting as the PIC. Answer (C) is incorrect because a flight instructor certificate is not required to act as a safety pilot. |