With the following changes, ASA’s *Private Pilot Test Prep 2018* provides complete preparation for the FAA Private, Sport, and Recreational Pilot Knowledge Exams. This test now references the new *Airman Knowledge Testing Supplement for Sport Pilot, Recreational Pilot, Remote Pilot and Private Pilot* (FAA-CT-8080-2H).

**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](mailto:cfi@asa2fly.com)

The next FAA test change is expected in October 2018.

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| 4-11        | 3023-1          | [A]            | *A new question is added to read:*  
ALL  
**3023-1.** To operate under BasicMed the pilot-in-command 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) — AC 68-1 |

| 4-11        | 3032-2          | [B]            | *A new question is added to read:*  
ALL  
**3023-2.** For private pilot operations under BasicMed, the pilot-in-command is allowed to fly with no more than  
A— 6 passengers.  
B— 5 passengers.  
C— 5 occupants.  

As PIC during private pilot operations under BasicMed, the aircraft is restricted to fly with no more than 5 passengers and authorized to carry no more than 6 total occupants. (PLT427) — AC 68-1  
Answer (A) is incorrect because 6 passengers plus the PIC would equal 7 total occupants. Answer (C) is incorrect because BasicMed allows for aircraft authorized to carry no more than 6 total occupants. |
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| 4-11        | 3023-3         | [B]            | *A new question is added to read:*
|             |                |                | **ALL**
|             |                |                | **3023-3.** To maintain BasicMed privileges you are required to complete the comprehensive medical examination checklist (CMEC) every
|             |                |                | A— 48 months.
|             |                |                | B— 24 months.
|             |                |                | C— 12 months.
|             |                |                | BasicMed regulations require you to complete the CMEC every 24 months while a physical examination by a state-licensed physician must be completed every 48 months. (PLT427) — AC 68-1 |
| 4-21        | 3085-1         | [B]            | *The answer key at the bottom of the page is changed to read [B].* |
| 4-33        | 2186-1         | [B]            | *The question and explanation are changed to read:*
|             |                |                | **2186-1.** (Refer to Figure 26.) As a Sport Pilot, in flight and approaching the Bryne Airstrip (area 2), the weather minimums are
|             |                |                | This airport lies in Class G airspace. You must have 3 miles of visibility and be clear of clouds to operate when operating as a Sport Pilot. |
| 5-11        | 3955-6         | [B]            | *A new question is added to read:*
|             |                |                | **ALL, SPO**
|             |                |                | **3955-6.** (Refer to Figure 65.) From the cockpit, marking G confirms the aircraft to be
|             |                |                | A— on a taxiway, about to enter runway zone.
|             |                |                | B— on a runway, about to clear.
|             |                |                | C— near an instrument approach clearance zone.
|             |                |                | Illustration G is a runway boundary sign, which has a yellow background and a black inscription with a graphic that depicts the pavement holding-position marking. This sign, which faces the runway and is visible to the pilot exiting the runway, is located adjacent to the holding-position marking on the pavement. It is intended to provide pilots with another visual cue they can use in deciding if they are clear of the runway. (PLT141) — AIM ¶2-3-9 |
| 5-13        | 3806-1         | [A]            | *A new question is added to read:*
|             |                |                | **ALL, SPO**
|             |                |                | **3806-1.** (Refer to Figure 65.) Sign F confirms your position on
|             |                |                | A— runway 22.
|             |                |                | B— routing to runway 22.
|             |                |                | C— taxiway 22.
|             |                |                | F is a runway location sign, which identifies the runway on which the aircraft is located. (PLT141) — AIM ¶2-3-9 |
| 5-13        | 3806-2         | [A]            | *A new question is added to read:*
|             |                |                | **ALL, SPO**
|             |                |                | **3806-2.** (Refer to Figure 65.) Sign E is a visual clue that
|             |                |                | A— confirms the aircraft's location to be on taxiway B.
|             |                |                | B— warns the pilot of approaching taxiway B.
|             |                |                | C— holding area B is ahead.
|             |                |                | E is a taxiway location sign, which identifies the taxiway upon which the aircraft is located. (PLT141) — AIM ¶2-3-9 |
A new question is added to read:
ALL, SPO

3806-3. (Refer to Figure 65.) A left turn at the intersection depicting sign A would place the aircraft
A— ready for a Runway 4 intersection takeoff.
B— on the taxiway leading to Runway 4.
C— ready for a Runway 22 intersection takeoff.

Sign A is a runway holding position sign. The inscription on the sign contains the designation of the
intersecting runway. The runway numbers on the sign are arranged to correspond to the respective
runway threshold. “4-22” indicates that the threshold for Runway 4 is to the left and the threshold for
Runway 22 is to the right. Making a left turn at the sign would put you ready for a Runway 22 intersection
takeoff. (PLT141) — AIM ¶2-3-8

The explanation and explanation for the incorrect answers are changed to read:
The original CG is 2,222/2,784 = 79.8. Figure 67 includes a table summarizing fuel weights and moments.
Burning 30 gallons of fuel will result in a 180-pound reduction, making the new airplane weigh 2,604
pounds (2,784 – 180). The moment is reduced by 135, making the new MOM/100 = 2,087 (2,222 – 135).
The new CG is 2,087/2,604 = 80.1. (PLT021) — FAA-H-8083-25

Answer (A) is incorrect because the CG will increase from 79.8 to 80.1. Answer (B) is incorrect because 2,357 is an
increase of 135 in-lb.

Answer Stem A and the explanation are changed to read:
A— 47 minutes

Use your CX-3 electronic flight computer to find the answer:
1. Use your plotter on Figure 21 to identifying the distance (58 NM) and course (12 degrees) between
Mercer and Minot airports.
2. Next determine your ground speed using your CX-3 and the following information: distance 58 NM,
TAS 100 knots, course 15 degrees, wind direction 330, and wind speed 25 knots. This results in a GS
of 80 knots (Wind Correction on FLT menu).
3. Determine your time enroute using your CX-3, 43 minutes (Ground Speed on FLT menu).
4. Add 3-1/2 minutes per the question requirements, 46-1/2 minutes.
(PLT012) — FAA-H-8083-25

A new question is added to read:
ALL, SPO

3601-1. (Refer to Figure 75, Area 6.) During preflight planning, your course is plotted to fly through
R-2305. Where would you find additional information regarding this airspace?
A— In the Aeronautical Information Manual.
B— In the Chart Supplements U.S.
C— On the Sectional Chart in the Special Use Airspace area.

Area 6 is within Restricted Airspace. Restricted Areas denote the presence of unusual, often invisible,
hazards to aircraft such as artillery firing, aerial gunnery, or guided missiles. Penetration of Restricted
Areas without authorization of the using or controlling agency may be extremely hazardous to the aircraft
and its occupants. Special Use Airspace, such as Restricted Airspace, is charted on IFR or visual charts
and include the hours of operation, altitudes, and the controlling agency. (PLT161) — AIM ¶3-4-3