Update to Private Pilot Test
Private Pilot Test Prep 2019

With the following changes, ASA's Private Pilot Test Prep 2019 provides complete preparation for the FAA Private, Sport, and Recreational Pilot Knowledge Exams. These tests continue to reference the 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

The next FAA test change is expected in January 2020.

<table>
<thead>
<tr>
<th>Page Number</th>
<th>Question Number</th>
<th>Correct Answer</th>
<th>Explanation</th>
</tr>
</thead>
</table>
| 1-5         | 3317           | [A]           | The question and answer stems are changed to read:  
3317. The term “angle of attack” is defined as the angle between the  
A— chord line of the wing and the relative wind.  
B— airplane's longitudinal axis and that of the air striking the airfoil.  
C— airplane's center line and the relative wind. |
| 2-31        | 3878           | [A]           | Answer stem A and the explanation are changed to read:  
A— and maneuver to the right of the runway.  
If the towplane loses power during the takeoff, the tow pilot should maneuver the towplane to the left side of the runway. The glider pilot should pull the towline release, land ahead, and be prepared to maneuver to the right side of the runway. |
| 4-12        | 3023-3         | [A]           | The explanation is changed to read:  
BasicMed regulations require you to complete a medical education course every 24 months and a  
medical examination checklist and physical examination with a state-licensed physician every 48 months. |
| 4-33        | 3143           | [A]           | The question is changed to read:  
3143. During operations outside controlled airspace at altitudes of more than 1,200 feet AGL, but less  
than 10,000 feet MSL, the minimum flight visibility for day VFR flight is |
<p>| 4-48        | 3999           | [A]           | This question has been removed. |</p>
<table>
<thead>
<tr>
<th>Page Number</th>
<th>Question Number</th>
<th>Correct Answer</th>
<th>Explanation</th>
</tr>
</thead>
</table>
| 5-17        | 3767           | [B]            | *The answer stems are changed to read:*
|             |                |                | A— above the glide path.  
|             |                |                | B— below the glide path.  
|             |                |                | C— on the glide path.  
|             |                |                | The below-glide path indication from a two-bar VASI is red over red lights. |
| 5-35        | 3834           | [A]            | *The category, question, answer stems, and correct answer are changed to read:*  
|             |                |                | ALL, SPO 
|             |                |                | **3834.** Eye movements during daytime collision avoidance scanning should  
|             |                |                | A— not exceed 10 degrees and view each sector at least 1 second.  
|             |                |                | B— be 30 degrees and view each sector at least 3 seconds.  
|             |                |                | C— use peripheral vision by scanning small sectors and utilizing off-center viewing. |
| 6-5         | 3383           | [C]            | *The question and answer stems are changed to read:*  
|             |                |                | **3383.** When there is a temperature inversion, you would expect to experience  
|             |                |                | A— clouds with extensive vertical development above an inversion aloft.  
|             |                |                | B— good visibility in the lower levels of the atmosphere and poor visibility above an inversion aloft.  
|             |                |                | C— an increase in temperature as altitude increases. |
| 6-12        | 3406           | [A]            | *The question and answer stems are changed to read:*  
|             |                |                | **3406.** When warm, moist, stable air flows upslope, it  
|             |                |                | A— produces stratus type clouds.  
|             |                |                | B— causes showers and thunderstorms.  
|             |                |                | C— develops convective turbulence. |
| 9-8         | 3637           | [C]            | *Answer stem C and the last sentence of the explanation are changed to read:*  
|             |                |                | C— 1,548 feet MSL.  
|             |                |                | The obstruction is shown as 1,548 feet MSL and 1,534 feet AGL. |
| 9-10        | 3644           | [C]            | *Answer stem C and explanation steps 2 and 3 are changed to read:*  
|             |                |                | C— 1,014 feet MSL.  
|             |                |                | 2. Note the highest obstruction in the vicinity of Hertford (514 feet MSL).  
|             |                |                | 3. Calculate the minimum altitude (MSL) by adding the required 500-foot clearance to the obstacle height.  
|             |                |                | \[
|             |                |                | 514 \text{ feet} + 500 \text{ feet} \]
|             |                |                | \[
|             |                |                | 1,014 \text{ feet MSL} |
| 9-10        | 3646           | [C]            | *The question and the last sentence of the explanation are changed to read:*  
|             |                |                | **3646.** (Refer to Figure 22, area 1.) A balloon, launched at Delta Shores Airport located near the east end of Lake Pend Oreille, drifts south-southwest. What is the approximate elevation of the highest terrain for 20 miles along its path?  
|             |                |                | Note the terrain height of 6,405 feet MSL within the tan shading south-southwest of Delta Shores Airport. |
| 9-29        | 3564-2         | [A]            | *The correct answer is changed to A.* |
| 9-31        | 2175-1         | [A]            | *A new question is added to read:*  
|             |                |                | ALL, SPO **2175-1.** (Refer to Figure 51.) What information should be entered for Item 15, level, on the flight plan form?  
|             |                |                | A— VFR cruising altitude.  
|             |                |                | B— Aircraft service ceiling.  
|             |                |                | C— Aircraft center of gravity.  
<p>|             |                |                | Insert the planned cruising altitude in hundreds of feet for the first or the whole portion of the route to be flown expressed as “A” followed by 3 figures: A075 for 7,500 feet MSL. (PLT225) — AIM ¶5-1-9 |</p>
<table>
<thead>
<tr>
<th>Page Number</th>
<th>Question Number</th>
<th>Correct Answer</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-16</td>
<td>3802-1</td>
<td>[A]</td>
<td>The question is changed to read: <strong>3802-1.</strong> If you are operating a glider equipped with a 4096 code radar beacon transponder and not in contact with an ATC facility, what is the transponder code you should be operating on (squawking)?</td>
</tr>
</tbody>
</table>
| 11-17       | 3819           | [B]           | The answer stems and explanation are changed to read:  
A— 118.0 MHz.  
B— 406 MHz.  
C— 123.0 MHz.  
ELTs transmit an audio tone on 406 MHz. |