Update to Commercial Pilot Test

June 2011

Commercial Pilot Test Prep 2011

ASA-TP-C-11

With the following changes, ASA's *Commercial Pilot Test Prep 2011* provides complete preparation for the FAA Commercial and Military Competency Knowledge Exams.

About the Test Changes

The FAA exams are "closed tests" which means the exact database of questions is not available to the public. The question and answer choices in this book provide the largest sampling of representative FAA questions available and they are derived from history and experience with the FAA 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 aviators. Send feedback to: cfi@asa2fly.com

The Computer Testing Supplement did not change this test cycle. The CT-8080-1C remains in effect. The 2012 Test Preps are now available, to include the changes in this Update. The next FAA test change is expected in October 2011.

Page Number	Question Number	Correct Answer	Explanation
1-18	5977	[A]	*A new question is added to read:* ALL **5977.** What is the best indicator to the pilot of the load factor on the airplane? A—How firmly the pilot is pressed into the seat during a maneuver. B—Amount of pressure required to operate the controls. C—Airspeed when pulling out of a descent. Load factor can be detected by noting how firmly the pilot is pressed into the seat during a maneuver. If an aircraft is pulled up from a dive, subjecting the pilot to 3 Gs, he or she would be pressed down into the seat with a force equal to three times his or her weight. (PLT140) — AIM ¶4-3-11
3-6	5016-4	[B]	*A new question is added to read:* ALL **5016-4.** Newer airplanes have a design maneuvering speed that can generally be calculated as follows: A—1.2 V_{SO}. B—1.7 V_{SO}. C—half the stall speed. The maximum speed at which an aircraft may be stalled safely is now determined for all new designs. This speed is called the "design maneuvering speed" (V_A) and must be entered in the AFM/POH of all recently designed aircraft. For older general aviation aircraft, this speed is approximately 1.7 times the normal stalling speed. For example, an older aircraft that normally stalls at 60 knots must never be stalled at above 102 knots (60 knots $\times$ 1.7 = 102 knots). An aircraft with a normal stalling speed of 60 knots stalled at 102 knots undergoes a load factor equal to the square of the increase in speed, or 2.89 Gs (1.7 $\times$ 1.7 = 2.89 Gs). (PLT088) — FAA-H-8083-25

Page Number	Question Number	Correct Answer	Explanation
5-15	5976	[A]	*A new question is added to read:* ALL **5976.** What should you consider when planning to land at another airport? A—Land and hold short procedures. B—Check for airport and touchdown markings. C—Airport lighting using continuous wiring. As part of the preflight planning process, pilots should determine if their destination airport has LAHSO. If so, their preflight planning process should include an assessment of which LAHSO combinations would work given their aircraft's required landing distance. Good pilot decision making is knowing in advance whether or not one can accept a LAHSO clearance if it is offered. (PLT140) — AIM ¶4-3-11
6-31	5397	[C]	*In the question and explanation, change "1400" to "0900"*