Gleim Instrument Pilot ACS and Oral Exam Guide

Second Edition, First Printing
Updates
December 2018

NOTE: Text that should be deleted is displayed with a line through it. New text is shown with a blue background.

If you are tested on any content not represented in our materials or this update, please share this information with Gleim so we can continue to provide the most complete test preparation experience possible. You can submit feedback at www.GleimAviation.com/questions. Thank you in advance for your help!

The changes described and reproduced in this update are due to the release of the FAA's revised Instrument Rating – Airplane Airman Certification Standards (FAA-S-ACS-8B), effective June 2018.

To view the updated ACS, go to
www.faa.gov/training_testing/testing/acs/media/instrument_rating_acs.pdf

Information related to weather services was updated to reflect the discontinuation of DUATS. Many instances of "cockpit" were changed throughout the book to reflect current terminology.

Oral Exam Guide, Part II: Airman Certification Standards (ACS) Tasks

Area of Operation I: Preflight Preparation

Page 107, Task A, Pilot Qualifications: The following questions were added. Subsequent questions were renumbered accordingly.

22.	What is BasicMed?	BasicMed permits a pilot to conduct certain operations using a U.S. driver's license instead of a medical certificate.
23.	How do you qualify for BasicMed?	There are three things you need to do to fly under BasicMed. First, you must have a current U.S. driver's license and you must have held a valid FAA medical certificate at any time after July 14, 2006. Although that medical certificate may be expired, it cannot have been suspended, revoked, or withdrawn. Second, you need to have a state-licensed physician (who does not have to be an FAA-designated AME) conduct a medical examination according to the Comprehensive Medical Examination Checklist. Third, you need to take a free online medical course available from the AOPA or the Mayo Clinic.
24.	After you qualify under BasicMed, are there any limitations on what aircraft you can fly?	Yes, there are. You cannot fly any aircraft that has a maximum certificated takeoff weight of more than 6,000 lb., and the aircraft cannot be certificated to carry more than 6 occupants, including the pilot. Also, you cannot fly with more than 5 passengers, above 18,000 ft. MSL, faster than 250 KIAS, or for compensation or hire.

Copyright © 2018 Gleim Publications, Inc. All rights reserved. Duplication prohibited. Reward for information exposing violators. Contact copyright@gleim.com.

Page 107, Task B, Weather Information, Question 23: This question was renumbered as a result of the addition of new questions on page 107 and was edited to reflect the discontinuation of TIBs and DUATS.

~~23~~ 26.	When is it appropriate to request an abbreviated briefing?	An abbreviated briefing should be requested when you need information ~~to supplement mass disseminated data (e.g., TIBS, DUATS),~~ to update a previous briefing~~,~~ or when you need only one or two specific items.

Area of Operation VI: Instrument Approach Procedures

Page 144, Task B, Precision Approach: Question 394 was renumbered as a result of the addition of new questions on page 107 and was revised. New questions were added. Subsequent questions were renumbered accordingly.

~~394~~ 397.	What does the term “decision altitude” mean?	A decision altitude (DA) is the height in feet MSL at which a decision must be made on ~~an ILS or PAR~~ a precision approach regarding whether to continue the approach or execute a missed approach.
398.	What does the term “decision height” mean?	Decision height (DH) is the height in feet AGL at which the decision must be made on a precision approach to either continue the approach or execute a missed approach.
399.	What is the difference between decision altitude (DA) and decision height (DH)?	Both decision altitude (DA) and decision height (DH) specify the height at which the decision must be made on a precision approach to either continue the approach or execute a missed approach. A DA is stated in terms of feet MSL, whereas a DH is stated in terms of feet AGL.

Area of Operation VII: Emergency Operations

Page 148, Task B: The title of this task was updated.

Task B: One Engine Inoperative (Simulated) during Straight-and-Level Flight and Turns (AMEL, AMES)

Appendix A: Sources

Page 175: The following sources were added or revised.

AC 61-136 *FAA Approval of Aviation Training Devices and Their Use for Training and Experience*
AC 68-1 *Alternative Pilot Physical Examination and Education Requirements* (BasicMed)
AC 120-108 *Continuous Descent Final Approach*
~~IAP~~ IFP Instrument ~~Approach~~ Flight Procedures

Appendix B: Abbreviations and Acronyms Used by Instrument Pilots

Page 176: The following acronym was removed.

~~DUATS~~ ~~Direct User Access Terminal System~~

Copyright © 2018 Gleim Publications, Inc. All rights reserved. Duplication prohibited. Reward for information exposing violators. Contact copyright@gleim.com.