

Gleim Private 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 Private Pilot – Airplane Airman Certification Standards (FAA-S-ACS-6B), effective June 2018.

To view the updated ACS, go to

www.faa.gov/training_testing/testing/acs/media/private_airplane_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 96, Task A, Pilot Qualifications: The following questions were revised or added. Subsequent questions were renumbered accordingly.

16.	What class of medical certificate must a private pilot hold?	A private pilot must carry at least a third-class medical certificate that is valid and current or be qualified under BasicMed.
17.	What is BasicMed?	BasicMed permits a pilot to conduct certain operations using a U.S. driver's license instead of a medical certificate.

18.	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 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 Although that medical certificate may be expired, it cannot have been suspended, revoked, or withdrawn.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.
19.	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.

Page 106, Task C, Weather Information, Question 126: This question was renumbered as a result of the addition of new questions on page 96 and was edited to reflect the discontinuation of DUATS.

126 129.	Where is weather information available on the ground?	Weather information is available on the ground from a Flight Service Station (FSS), Direct User Access Terminal Service (DUATS), and Telephone Information Briefing Service (TIBS). You can speak to a preflight briefer at an FSS and/or receive recorded weather information from TIBS by calling 1-800-WX-BRIEF anywhere in the country. DUATS is a free service available to pilots on the Internet. With DUATS 1800wxbrief.com , you can receive weather information and file a flight plan online.
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Page 117, Task D, Cross-Country Flight Planning, Question 238: This question was renumbered as a result of the addition of new questions on page 96 and was edited to reflect the discontinuation of DUATS.

238 241.	How would you file a VFR flight plan?	I would file a VFR flight plan with the FSS by phone, using the information pertinent to my specific flight, as filled out on the FAA Flight Plan Form. I could also file by radio, or via the Internet with DUAT 1800wxbrief.com .
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Area of Operation III: Airport Operations

Page 149, Task A: The title of this task was updated.

Task A: Communications, and Light Signals, and Runway Lighting Systems

Page 150, Task A, Communications, Light Signals, and Runway Lighting Systems: The following new questions were added following Question 577 (which was renumbered as Question 580 as a result of the addition of new questions on page 96). Subsequent questions were renumbered accordingly.

581.	What would you do if ATC clears you to cross a runway, but the runway entrance lights are illuminated red?	If I observed red runway entrance lights, I would not cross the runway because there could be an aircraft taking off or landing and the runway may be unsafe. Instead, I would advise ATC that I am holding short of the runway due to the lights and verify if I am safe to cross.
582.	ATC advises you to hold short of a runway. As you are waiting, you see the red runway entrance lights turn off. Does this mean you are cleared onto the runway?	No, runway status lights do not indicate clearance to enter a runway or clearance to take off. I would continue to hold short and wait for clearance from ATC to enter the runway.

Area of Operation X: Multiengine Operations

Page 184, Task C: The title of this task was updated.

Task C: One Engine Failure During Flight Inoperative (Simulated) (solely by Reference to Instruments) During Straight-and-Level Flight and Turns (AMEL)

Page 184, Task D: The title of this task was updated.

Task D: Instrument Approach and Landing with an Inoperative Engine (Simulated) (solely by Reference to Instruments) (AMEL)

Appendix A: Sources

Page 189: The following sources were added.

AC 00-54 *Pilot Windshear Guide*

AC 68-1 *Alternative Pilot Physical Examination and Education Requirements (BasicMed)*

Appendix B: Abbreviations and Acronyms Used by Private Pilots

Page 190: The following acronym was removed.

DUATS Direct User Access Terminal System