

Gleim Sport Pilot Flight Maneuvers

Second Edition, 1st Printing

Updates

March 2016

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

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

The changes in this update reflect current Flight Service Program revisions, including the discontinuance of Flight Watch.

PART II/Study Unit I: Preflight Preparation

Page 59, I.C. Task: Weather Information, A.3.b.4)c)

- 4) In-flight briefing
 - a) In situations in which you need to obtain a preflight briefing or an update by radio, you should contact the nearest FSS to obtain this information.
 - b) After communications have been established, advise the FSS of the type of briefing you require.
 - c) ~~You may be advised to shift to the Flight Watch frequency (122.0) when conditions indicate that it would be advantageous.~~

PART II/Study Unit VII: Navigation

Page 222, VII.B. Task: Diversion, B.1.b.1)a)

- 1) Understanding your preflight weather forecasts will enable you to look for signs of adverse weather (e.g., clouds, wind changes, precipitation).
 - a) Contact the nearest FSS ~~or en-route flight advisory service (EFAS)~~ for updated weather information.

Page 224, VII.B. Task: Diversion, C.1.b.

1. Not recognizing adverse weather conditions

- a. Any weather that is below the forecast has a potential to become an adverse weather condition.
- b. If there are any doubts about the weather, get an update from the nearest FSS ~~or EFAS (Flight Watch)~~.

Appendix B: Oral Exam Guide

Page 293, b. Weather Services, Question 72.

72. Where is weather information available in-flight?

Weather information is available in-flight with

EFAS—En-Route Flight Advisory Service
 HIWAS Hazardous In-Flight Weather Advisory Service
 FSS Flight Service Station
 ATIS Automatic Terminal Information Service
 ASOS Automated Surface Observation Service
 AWOS Automatic Weather Observation Service

EFAS is also known as "Flight Watch" and is available almost anywhere in the country on 122.0. You can file a PIREP and obtain numerous types of weather information with EFAS-FSS. HIWAS is a recorded briefing of hazardous weather over select VOR frequencies. FSS is available on the universal frequency of 122.2 MHz. Additional frequencies are shown on navigational charts and are usually available for ATIS. ATIS is recorded weather information for a terminal area. AWOS and ASOS are automated weather reporting stations found at many airports.

Page 294, b. Weather Services, Question 77.

77. What is a PIREP? How is one submitted? How can a pilot receive one?

A PIREP is a Pilot Weather Report. PIREPs are important sources of observed weather aloft. PIREPs are submitted by pilots on EFAS and can be received by EFAS or to a FSS.