NOTE: Deleted text is displayed with a line through the text. New text is shown with a blue background.

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Study Unit 1 – NTSB Part 830, FAR Part 1, FAR Part 61, FAR Part 117, FAR Part 119

NOTE: At the time of the book print, Subunit 1.4 was FAR PART 119. FAR PART 117 was added as the new 1.4 in our update dated 02/07/2014, and FAR PART 119 became 1.5. The new FAR PART 117 outline material can be found at www.gleim.com/updates.

Pages 25-26, Subunit 1.3: The following edits amend and expand outline coverage of FAR Part 61.

1.3 FAR PART 61

61.13 Issuance of Airman Certificates, Ratings, and Authorizations

1. Upon the original issuance of a Category II (ILS) pilot authorization, the authorization contains a limitation of 1,600 ft. RVR (runway visual range) and a 150-foot decision height.

61.29 Replacement of Lost or Destroyed Airman or Medical Certificate or Knowledge Test Report

1. A person who has lost an airman certificate, medical certificate, or knowledge test report may obtain, in a form or manner approved by the Administrator, a document conveying temporary authority to exercise certificate privileges from the FAA Aeromedical Certification Branch or the Airman Certification Branch, as appropriate.

   a. The maximum time a temporary replacement certificate is valid is 60 days, and it may be carried as an airman certificate, medical certificate, or knowledge test report pending the receipt of a duplicate copy.

2. If you need a replacement airman certificate, contact the Airmen Certification Branch at (866) 878-2498 or online at www.faa.gov/licenses_certificates/airmen_certification/.

3. To obtain a replacement medical certificate, submit AC Form 8060-56 or contact the Aerospace Medical Certification Division at (405) 954-4821.

   a. AC Form 8060-56 can be found here: http://www.faa.gov/licenses_certificates/airmen_certification/media/8060-56.pdf
61.67 Category II Pilot Authorization Requirements

1. To be eligible for the practical test for the original issue or renewal of a Category II authorization, the pilot must fly within the previous 6 months have flown six ILS approaches, three of which may be flown to the Category I decision height by use of an approach coupler (autopilot).
   a. The same eligibility standard is applicable to practical tests conducted for the renewal of a Category II authorization.

61.157 Flight Proficiency

1. Any type rating(s) on the pilot certificate of an applicant who successfully completes an ATP practical test shall be included on the ATP certificate, provided the applicant passes the practical test in the same category and class of aircraft as the type rating(s).
   a. As an example, if a pilot who is type rated in a B-727 and DC-9 successfully completes a flight test to obtain a B-787 type rating, his ATP certificate will be issued to show type ratings for B-727, DC-9, and B-787.
   b. If a type rating is limited to VFR, that limitation shall be carried forward to the person’s ATP certificate level.

Study Unit 4 – Federal Aviation Regulations: Part 135

Page 128, Subunit 4.5, 135.244: These edits clarify exceptions to FAR 135.245.

135.244 Operating Experience

1. Prior to being designated as pilot in command of an airplane operated in passenger-carrying service by a commuter air carrier, the pilot must have the following operating experience in each make and basic model of airplane to be flown (FAR Part 135.244):
   a. 25 hr. in a turbojet-powered airplane
   b. 20 hr. in a multi-engine, turboprop airplane
   c. 15 hr. in a multi-engine, reciprocating engine-powered airplane
   d. 10 hr. in a single-engine airplane

135.245 Second in Command Qualifications

1. No person may serve as second in command of an aircraft under Part 135 unless (s)he holds a commercial pilot certificate with the appropriate category, class, and instrument ratings.
   a. For flight under IFR, that person must have, within the preceding 6 months, accomplished the recent experience requirements outlined in Part 61.57 (six instrument approaches, holding procedures, and intercepting and tracking courses through the use of navigation systems).

2. To satisfy the instrument approach recency experience requirement, a second in command must have made at least six approaches within the past 6 months in any airplane, helicopter, approved instrument ground trainer, or simulator as appropriate.
Page 160, Subunit 4.5, Question 115: These edits clarify the instrument approach recency of experience requirement.

115. To satisfy the instrument approach recency experience requirement, a second in command must have made at least

A. six approaches within the past 6 months; three must have been in the category aircraft to be flown.

B. six approaches within the past 6 months in any airplane, helicopter, approved instrument ground trainer, or simulator.

C. six approaches and 6 hours of instrument time within the past 6 months, in an airplane, helicopter, approved instrument ground trainer, or simulator.

Answer (B) is correct. *(FAR 135.245)*

**DISCUSSION:** To satisfy the instrument approach recency of experience requirement, a second-in-command must have made six approaches within the past 6 months in the same category of aircraft, or in a flight simulator or flight training device that is representative of that aircraft category, for which instrument privileges are sought. There are specific exceptions to this rule, but neither of the two alternative answer choices presented here reflect those exceptions accurately.

Answer (A) is incorrect. All six of the approaches must be in the category of aircraft performed in an aircraft of the category to be flown or in a flight simulator or flight training device that is representative of the category to be flown. Answer (C) is incorrect. There is no requirement for a minimum number of hours of instrument time as long as six approaches in the same aircraft category, or an appropriate flight simulator or flight training device, have been made.

**Study Unit 5 – Aerodynamics and Airplanes**

Page 242, Subunit 5.27, Question 210: The word “can” was added to the question stem to make the statement more accurate.

210. Automated flight decks or cockpits can

A. enhance basic pilot flight skills.

B. decrease the work load in terminal areas.

C. often create much larger pilot errors than traditional cockpits.

Answer (B) is correct. *(AAH Chap 4)*

**DISCUSSION:** The automated flight deck can be a great help when flying in high-workload situations, such as in a busy terminal area or when executing a missed approach in adverse weather conditions.

Answer (A) is incorrect. The automated flight deck can assist a pilot or provide enhanced information to the pilot, but it cannot directly affect the pilot’s basic skills. Answer (C) is incorrect. Although errors can occur when piloting an aircraft with an automated flight deck, the automated systems do not make those errors more common or more serious than similar errors that occur in an aircraft with a nonautomated flight deck.

**Study Unit 7 – Air Traffic Control**

Page 274, Subunit 7.3, 2: New material was added to the list of minimum information needed in a clearance.

2. In a cleared as filed clearance, the minimum information is

a. Destination airport

b. En route altitude

c. SID, if appropriate

d. Additional instruction (departure control frequency, beacon code assignment, etc.)
Page 281, Subunit 7.3, Question 16: New material was added to the list of minimum information needed in a clearance.

16. What minimum information does an abbreviated departure clearance “cleared as filed” include?

A. Clearance limit, transponder code, and DP, if appropriate.
B. Destination airport, en route altitude, transponder code, and DP, if appropriate.
C. Clearance limit and en route altitude.

Answer (B) is correct. *(AIM Para 5-2-4)*

**DISCUSSION:** The minimum information in an abbreviated IFR departure clearance will include the destination airport. The en route altitude, transponder code and departure procedure (DP), as well as any additional instruction will also be included.

Answer (A) is incorrect. This option does not specify the destination airport, which is included in an abbreviated departure clearance. Answer (C) is incorrect. This option does not specify the destination airport or a departure procedure (DP). The destination airport is always included in an abbreviated departure clearance. DPs are also included whenever they are appropriate.

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Study Unit 9 – IFR Flights

Page 482, Subunit 9.7, Question 87: The answer explanation was edited for clarity.

87. (Refer to Figure 115 on page 483, Figure 118 on page 485, and Figure 118B on page 487.) At ARLIN Intersection, PTL 130 is notified that the Phoenix Sky Harbor Airport is closed. PTL 130 is told to proceed to Tucson. PTL 130 is operating under FAR Part 121. The PIC on PTL 130 has less than 100 hours as PIC in the B-727 (approach category C). What are the PIC’s minimums for the VOR RWY 11L approach at Tucson Intl Airport?

A. 2,860-1/2
B. 2,900-1
C. 2,960-1

Answer (B) is correct. *(FAR 121.652)*

**DISCUSSION:** According to 14 CFR Sec. 121.652, a pilot who has logged less than 100 hours PIC time-in-type is required to raise the MDA/DH by 100 ft. and increase the visibility requirements by 1/2 SM above the minimums published for an instrument approach, but when used as an alternate, the minimums need only be a 300 feet MDA/DH and 1 SM visibility or higher. The published MDA and visibility minimums at TUS are 2,860 ft. and 1/2 mile, respectively. Since the question states that the PIC on PTL 130 has less than 100 hours PIC, the landing minimums must then be raised to 2,900 ft. and 1 mile to meet the alternate minimum requirements of 14 CFR Sec. 121.652. The MDA or DA/DH and visibility minimums need not be increased above those applicable to the airport when used as an alternate airport, but in no event may the landing minimums be less than 300 ft. and 1 SM. Since the TDZE for RWY 11L is 2596, we must raise the minimums to satisfy the 300 ft. portion of the rule. Thus, by adding 300 ft. to the TDZE, we arrive at approximately 2,900 ft. and 1 mile, which satisfies the rule.

Answer (A) is incorrect. These are the landing minimums for a Category C airplane if the PIC has 100 hr. or more, not less, as PIC in the B-727. Answer (C) is incorrect. These would be the landing minimums for the pilot on PTL 130 if Tucson airport were the original destination and not the alternate.
Study Unit 12 – Boeing 737 Operating/Performance Data

Page 679, Subunit 12.10, Question 73: This edit inserts Figure 71 as a resource for answering the question.

73. (Refer to Figure 71 on page 678 and Figure 72 below.) What is the approximate level-off pressure altitude after drift-down under Operating Conditions D-4?

   A. 27,900 feet.
   B. 22,200 feet.
   C. 24,400 feet.

   Answer (C) is correct. (FTP Chap 6)

   DISCUSSION: Refer to operating conditions D-4 in Fig. 71. Fig. 72 provides a chart to determine the approximate level-off pressure altitude after drift-down.

   For engine and wing anti-ice (A/I) ON, use the bottom chart in Fig. 72. Find the gross weight at engine failure of 80,000 (80) lb. on the left side of the chart. Then move right horizontally to the ISA deviation of −10°C to determine the level-off pressure altitude of 24,400 ft.

   Answer (A) is incorrect. The level-off pressure altitude is 27,900 ft. after drift-down with the engine and wing A/I OFF, not ON. Answer (B) is incorrect. The level-off pressure altitude is 22,200 ft. after drift-down for an ISA deviation of +4°C, not −10°C.

Study Unit 15 – Weather Reports and Forecasts

Page 785, Subunit 15.8, Question 55: This edit was made to correct the question foils and answer explanations.

55. If squalls are reported at the destination airport, what wind conditions existed at the time?

   A. Sudden increases in wind speed of at least 16 knots, to a sustained wind speed of 20 22 knots, lasting for at least 1 minute.
   B. A sudden increase in wind speed of at least 15 knots, the speed rising to 22 20 knots or more for 1 minute or longer.
   C. Rapid variation in wind direction of at least 20° and changes in speed of at least 10 knots between peaks and lulls.

   Answer (A) is correct. (AWS Sect 3)

   DISCUSSION: A squall is a sudden increase in wind speed of at least 16 kt., the speed rising to 20 22 kt. or more, and lasting for at least 1 min.

   Answer (B) is incorrect. A squall is a sudden increase in wind speed of at least 16 kt., not 15 kt., the speed rising to 20 22 kt., not 22 20 kt., and lasting for at least 1 min. Answer (C) is incorrect. A gust, not a squall, has a variation in wind speed of at least 10 kt. between peaks and lulls.