# Gleim Flight Instructor Flight Maneuvers

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Updates
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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 I/Study Unit 6: Single-Pilot Resource Management (SRM)

Page 89, Subunit 6.2, B.6.a.1)c)ii).

c) Obviously, weather is a huge part of any plan.

i) The addition of real-time datalink weather information provided by advanced avionics gives the pilot a real advantage in inclement weather, but only if the pilot is trained to retrieve and evaluate the weather in real time without sacrificing situational awareness.

ii) Pilots of aircraft without datalink weather or without the ability to effectively interpret it should get updated weather in flight through an FSS ~~and/or Flight Watch~~.

## Part II/Study Unit I: Fundamentals of Instructing

Page 151, I.G. Task: Risk Management, B.8.b.1)c)ii).

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## Part II/Study Unit II: Technical Subject Areas

Page 191, II.G. Task: Navigation and Flight Planning, B.11.b.1)d)iii).

d) In-Flight Briefing

i) 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.

ii) After communications have been established, advise the FSS of the type of briefing you require.

~~iii) You may be advised to shift to the Flight Watch frequency (122.0) when conditions indicate that it would be advantageous.~~

Page 212, II.J. Task: 14 CFR and Publications, B.2.a.3).

1. General Information
2. Abbreviations
3. Directory Legend
4. Airport/Facility Directory
5. City/Military Airport Cross Reference
6. Seaplane Landing Areas
7. Special Notices
8. Regulatory Notices
9. FAA and National Weather Service
10. Air Route Traffic Control Centers
11. Flight Service Station Communication Frequencies
12. Flight Standards District Offices
13. Routes/Waypoints
14. Low Altitude Preferred Routes
15. VOR Receiver Check
16. Parachute Jumping Areas
17. Aeronautical Chart Bulletins
18. Supplemental Communication Reference
19. Airport Diagrams
20. National Weather Service (NWS) Upper Air Observing Stations
21. ~~Enroute Flight Advisory Service (EFAS)~~

## Part II/Study Unit III: Preflight Preparation

Page 249, III.B. Task: Weather Information, B.2.c.1).

c. In-flight weather may be obtained from the following sources:

1) ~~En Route Flight Advisory Service (EFAS, also known as Flight Watch)~~ Flight Service Stations (FSSs)
2) Hazardous In-Flight Weather Advisory Service (HIWAS)
3) TWEB

## Appendix B – Oral Exam Guide

Page 663, Area of Operation III: Preflight Preparation, Task B: Weather Information, Questions 638 and 639.

| | | |
|---|---|---|
| 638. | How is a PIREP submitted? | PIREPs are submitted by pilots ~~on EFAS~~ to an FSS. |
| 639. | How can a pilot receive a PIREP? | PIREPs can be received from ~~EFAS or~~ an FSS or ATC. |

Page 664, Area of Operation III: Preflight Preparation, Task B: Weather Information, Question 653.

| | | |
|---|---|---|
| 653. | Where is in-flight weather information available? | In-flight weather information is available via any of the following services:<br>● ~~EFAS (En Route Flight Advisory Service)~~<br>● HIWAS (Hazardous In-Flight Weather Advisory Service)<br>● FSS (Flight Service Station)<br>● ATIS (Automatic Terminal Information Service)<br>● ASOS (Automated Surface Observation Service)<br>● AWOS (Automatic Weather Observation Service)<br>~~EFAS is also known as "Flight Watch" and is available almost anywhere in the country on 122.0 MHz.~~ You can file a PIREP and obtain numerous types of weather information with ~~EFAS~~ FSS.<br>HIWAS is a recorded briefing of hazardous weather over select VOR frequencies.<br>FSS may be contacted at 122.2 MHz. Additional frequencies are shown on navigational charts and are usually available for ATC.<br>ATIS is recorded weather information for a terminal area.<br>ASOS and AWOS are automated weather reporting stations found at many airports. |