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 https://www.gleim.com/AviationQuestions. Thank you in advance for your help!

Introduction

Page 6, FAA Pilot Knowledge Test and Testing Supplement: This edit was made to update DA for Baro NAV approach in the sample question.

If you can answer the question on the previous page for Figure 152, you can answer a similar question for the new Figure 253 below.

(Refer to Figure 253 below.) At what point would a pilot execute the missed approach for the Baro NAV and LNAV approaches at OSH?

A. 1,118 feet DA for Baro NAV, or 1.1 NM from the RWY 18 waypoint for LNAV.
B. 1,200 feet DA for Baro NAV, or the DAGTE waypoint for the LNAV.
C. 1,118 feet DA for Baro NAV, or RWY 18 waypoint for the LNAV.

Answer (C) is correct. (IPH Chap 4)

DISCUSSION: Fig. 253 shows the DA for the Baro NAV approach is 1,118 feet, and the LNAV approach terminates at the RWY 18 waypoint. It would be appropriate to execute a missed approach from those points. Answer (A) is incorrect. Although 1,200 feet is the DA for the Baro NAV approach, 1.1 NM from the RWY 18 waypoint is incorrect. The approach plate indicates the waypoint is 1.1 NM from the threshold, not that it is 1.1 NM from the missed approach point. Answer (B) is incorrect. The LNAV MDA, not the Baro NAV DA, is 1,200 feet. DAGTE is the final approach fix.

Page 13, Authorization to Take the FAA Pilot Knowledge Test: This edit was made to remove outdated information.

AUTHORIZATION TO TAKE THE FAA PILOT KNOWLEDGE TEST

Before taking the instrument pilot knowledge test, you must receive an endorsement from an authorized instructor who conducted the ground training or reviewed your home-study in the areas listed in item 4 on page 2, certifying that you are prepared to pass the knowledge test.

For your convenience, a standard authorization form for the instrument rating-airplane knowledge test is reproduced on page 541, which can be easily completed, signed by a flight or ground instructor, torn out, and taken to the test site.

Note that if you use the Gleim FAA Test Prep Online or Online Ground School, the program will generate an authorization signed in facsimile by Dr. Gleim that is accepted at all CATS and PSI locations.

NOTE: An instructor endorsement is not required for any instructor knowledge test or the instrument rating-foreign pilot knowledge test.
Study Unit 6: Holding and Instrument Approaches

Page 214, Subunit 6.3, Question 12: This question was edited because it had two correct answers.

12. A Precision Runway Monitoring (PRM) approach may require

A. simultaneously monitoring of two communication frequencies simultaneously.
B. special training to and monitoring of two ILS receivers simultaneously.
C. tracking performance parameters at within the "decision point region" of: 1/3 dot localizer and 1/2 dot glideslope displacement.

Answer (B) is correct. (IPH Chap 4.5)

DISCUSSION: Approval for an ILS PRM approach requires the airport to have a precision runway monitoring system and a final monitor controller who can only communicate with aircraft on the final approach course. Additionally, two tower frequencies are required to be used and the controller broadcasts over both frequencies to reduce the chance of instructions being missed. Pilot training is also required for pilots using the PRM system. ILS PRM approaches require the airport to have a precision runway monitoring system and a final monitor controller who can only communicate with aircraft on the final approach course. Also required are the use of two tower frequencies, and the controller must broadcast over both frequencies to reduce the chance of instructions being missed.

Answer (A B) is incorrect. There is not a requirement to have two ILS receivers to monitor during a PRM approach. Dual VHF communications receivers are required to be monitored. There are two tower frequencies that have to be used, and pilot training is required for pilots using the PRM system. Answer (C) is incorrect. Tracking performance is done throughout the complete approach, not just at the decision point. Tracking is performed by the controller. There is no tracking of a "decision region" in an ILS PRM approach. Tracking is done with high-update radar with 1-second or better update time. Tracking is done within the normal operating zones and non-transgression zones of the approach all the way down to the MAP.

Page 304, Subunit 6.15, Question 196: This edit was made to remove VNAV per the FAA.

196. (Refer to Figure 152 on page 305.) When flying the LNAV/VNAV approach, the missed approach point (MAP) would be indicated by reaching

A. an altitude of 3,100 feet.
B. a distance of 1.5 NM to RW30.
C. the RW30 waypoint.

Answer (C) is correct. (IFH Chap 7)

DISCUSSION: The missed approach point for LNAV/VNAV approaches is usually designed to coincide with the runway threshold. In this example, the waypoint "RW30" represents the runway threshold for Runway 30.

Answer (A) is incorrect. An altitude of 3,100 feet is the decision altitude, not the missed approach point, for the LNAV/VNAV approach. Answer (B) is incorrect. The visual descent point (VDP) is 1.5 nautical miles from the threshold for Runway 30. This is not the missed approach point.

Page 306, Subunit 6.15, Question 202: This edit corrected the reference to the figure.

202. (Refer to Figure 152 on page 307.) How do you recognize the missed approach point on the LNAV/VNAV approach?

A. At the RW30 waypoint.
B. At the Decision Altitude (DA) for the LPV portion of this approach.
C. Arrival at the LNAV/VNAV Decision Altitude (DA).

Answer (C) is correct. (IPH Chap 4, IFH Chaps 7 and 8)

DISCUSSION: The LNAV/VNAV DA is published as the missed approach point for the precision approach RNAV GPWS RWY 30.

Answer (A) is incorrect. RW30 is the location of the runway threshold, not the missed approach point. Answer (B) is incorrect. There is no LPV portion for this approach. Note that there are no LPV minimums listed.