

Gleim Private Pilot ACS and Oral Exam Guide

Second Edition, Third Printing

Updates

October 2022

NOTE: Sections with changes are indicated by a vertical bar in the left margin. Text that should be deleted is displayed with a line through it. New text is shown with blue underlined font.

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Oral Exam Guide, Part I: Single-Pilot Resource Management (SRM)

Pages 85-86, Item 1. Aeronautical Decision Making: The following questions were revised.

3.	The 3P model is associated with another acronym, PAVE <u>During flight planning, a primary tool for risk management is the PAVE Checklist.</u> What does PAVE indicate?	PAVE is a reminder that makes it possible for the pilot to evaluate the various aspects that make up a successful flight. PAVE is a means of evaluating the Pilot, Aircraft, enVironment, and External Pressures associated with the flight in an organized manner.
4.	In respect to PAVE, what is the question we want to ask ourselves as it pertains to each point?	For each element of PAVE, the pilot should ask, “What could hurt me, my passengers, or my aircraft <u>are the risks or combination of risks that can be managed safely and successfully?”</u> PAVE is a defensive <u>proactive and analytical</u> tool.
14.	Are female pilots immune from all <u>pilots equally susceptible to</u> the macho attitude?	No <u>Yes</u> , the term “macho” is not literal; it merely describes a thought process. Women <u>All pilots</u> are equally susceptible to the dangers of the macho attitude.
16.	What is the danger involved in the anti-authority attitude?	Anti-authority runs counter to the concept of crew resource management. Rather than availing himself or herself <u>taking advantage</u> of all the information and assistance available to him or her , the anti-authority pilot shuts out all outside information and aid in order to handle the situation entirely on his or her own. This self-imposed isolation is not conducive to safe flight.
17.	If a pilot was taxiing out to the runway with frost on the wings and shrugged off any suggestions to clear the airplane’s surfaces first, what attitude might that indicate?	That would suggest Invulnerability. The pilot knows that frost can be dangerous but has <u>is</u> convinced himself or herself that, “It won’t happen to me.” In truth, frost is an equal opportunity enemy of lift. The pilot should <u>must</u> recognize the error of his or her ways <u>inherent dangers</u> , stop, and clean the wings before attempting a departure.

Oral Exam Guide, Part II: Airman Certification Standards (ACS) Tasks

Area of Operation I: Preflight Preparation

Pages 98-99, Task A, Pilot Qualifications: The following questions were revised or added. Subsequent questions were renumbered accordingly.

31.	Give me an example of an aircraft category <u>with respect to certification of airmen</u> .	Category, <u>as used with respect to certification of airmen</u> , is a broad classification of aircraft that includes airplane, rotorcraft, and lighter-than-air.
32.	<u>What is an example of category with respect to aircraft certification?</u>	<u>Category, with respect to certification of aircraft, includes transport, normal, utility, acrobatic, limited, restricted, and provisional.</u>
32 33.	Give me an example of an aircraft class <u>with respect to certification of aircraft</u> .	Class, <u>with respect to certification of aircraft</u> , is used to describe aircraft that fall into a similar classification, such as landplane, seaplane, single-engine, or multi-engine <u>airplane, rotorcraft, glider, balloon, and seaplane</u> .
34.	<u>What is an example of class with respect to certification of airmen?</u>	<u>Class with respect to certification of airmen includes single-engine, multi-engine, land, water, gyroplane, helicopter, airship, and free balloon.</u>

34 36.	Where is the registration <u>airworthiness certificate</u> located in your airplane?	The location of the registration <u>airworthiness certificate</u> may vary from one airplane to another, even when referencing aircraft of the same type. Typically the registration is <u>it is required to be</u> displayed in a clear plastic holder mounted on the flight deck/ <u>cabin entrance area</u> . Be sure to cover the exact location of required documents with your instructor, using the actual airplane you will be taking your practical test in.
37.	<u>Where is the registration displayed in your airplane?</u>	<u>The registration is required to be in the aircraft but is not required to be displayed like the airworthiness certificate. Typically the registration is co-located with the airworthiness certificate that will be on display in a clear plastic holder mounted on the flight deck/cabin entrance.</u>

Page 104, Task B, Airworthiness Requirements: The following question was revised.

94 97.	What are the required inspections for an ELT?	An ELT must have been inspected in the preceding 12 calendar months to be legal. Also, the ELT battery must be replaced <u>on the expiration date or</u> after 1 hr. of cumulative use or after 50% of its useful life has expired.
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Pages 106-107 and 110, Task C, Weather Information: The following questions were revised.

<p>412 115.</p>	<p>What is a METAR?</p>	<p>A METAR is a currentsurface weather observation that is updated at a regular interval and applies to a 5-mile radius around the observation point (usually at any airport)-reporting wind, visibility, storm activity, ceilings, temperature, altimeter setting, and remarks.</p>
<p>416 119.</p>	<p>What is an PIREPAIREP?</p>	<p>A PIREP is a Pilot Weather Report. PIREPs are important sources of observed weather aloft.An AIREP is an aircraft report providing weather conditions encountered by an aircraft while in flight. There are two types, an AIREP and a PIREP (pilot report).</p>
<p>430 133.</p>	<p>Where is weather information available on the ground?</p>	<p>Weather information is available on the ground from a Flight Service Station (FSS).The Flight Service Pilot Web Portal 1800wxbrief.com allows pilots to receive online preflight briefings, file flight plans and get automatic notifications and alerts, including flight plan closure reminders. You can speak to a preflight briefer at an FSS by calling 1-800-WX-BRIEF anywhere in the country.With 1800wxbrief.com, you can receive weather information and file a flight plan online.</p>
<p>467 170.</p>	<p>What is the purpose of the convective outlook chart?</p>	<p>The convective outlook chart is a 48-hr. outlook forof categorical and probabilistic graphics that depict severe and general thunderstorm activity presented in two panels.</p>
<p>468 171.</p>	<p>What geographic area is shown in the convective outlook chart?</p>	<p>The convective outlook chart indicates possible thunderstorm and severe thunderstorm activity for the continental United States.</p>
<p>470 173.</p>	<p>What are the risk categories used to indicate the possibility of severe thunderstorm activity in an area?</p>	<p>The risk categories are slightgeneral, marginal, slight, enhanced, moderate, and high. There is also a note that reads "See Text" that indicates a slight risk may exist, but the risk was not enough to warrant including the notation in the forecast with the current information. Pilots should refer to the textual convective outlook bulletins for additional information when "See Text" is included in a convective outlook chart.</p>

Pages 114-115 and 119, Task D, Cross-Country Flight Planning: The following questions were revised or deleted. Subsequent questions were renumbered accordingly.

496 199.	How can we be sure that the sectional chart we use today is current and valid?	The effective date and the expiration date are both printed on the sectional chart right under its name. This will confirm the recency of the chart though you will need to consult NOTAMs regarding any potential chart change or update.
497.	Since we are making this flight under VFR conditions, is it acceptable to use a road map to assist in our navigation?	There is no rule that prevents us from using road maps as a navigational aid, but a sectional chart would be a better choice. The road map does not include much of the information we need to fly safely. Radio frequencies, the location and height of obstructions, and airport locations are generally not included on road maps.

207 209.	What steps should you take to determine your position if you suspect you are lost?	First, if conditions permit, initiate a climb. Climbing will allow you to see farther so that you might identify a prominent landmark. If you cannot verify your position visually, you can triangulate using VORs, ask ATC for help, or utilize GPS if it is available. Keep in mind your six C's for lost procedures. Climb, Circle, Conserve, Confess, Communicate, and Comply.
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239 241.	What is a NOTAM?	NOTAM is an acronym that stands for Notice To Airmen Missions . NOTAMs are aeronautical information that could affect the decision to make a flight.
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243 245.	What is a NASA Aviation Safety Reporting Program System (ASRPS) report?	The NASA ASRPS is a voluntary program designed to gather information about deficiencies in the aviation system.
244 246.	When should a NASA Aviation Safety Reporting Program System report be filed?	When a Federal Aviation Regulation is violated inadvertently without involving a criminal offense, filing a NASA ASRPS report within 10 days may prevent an enforcement action.

Page 127, Task G, Operation of Systems: The following question was revised.

330 332.	Which axis of control do the ailerons affect?	The ailerons affect roll around the longitudinal axis. But it is equally correct to say that ailerons affect roll along the lateral axis.
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Area of Operation II: Preflight Procedures

Page 143, Task C, Engine Starting: The following question was revised.

495 497.	If you are ready to start the engine but notice another pilot is preparing to preflight the airplane tied down right next to yours, what should you do?	Safety is of paramount importance. I would let the other pilot know that I was preparing to start the aircraft and ask if (s)he could remain safely clear while I started the engine and prepared to leave the area. If (s)he were agreeable, I would start the aircraft and depart in an orderly manner. If (s)he were not agreeable, I would wait until (s)he finished the preflight and was no longer in any danger before continuing with my engine start procedure. <u>After once again ensuring the brakes were covered and the area was clear, I would loudly verbalize, "Clear prop," then wait for anyone to respond before engaging the starter.</u>
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Page 145, Task D, Taxiing: The following questions were revised.

540 512.	If the controller tells us we are cleared to taxi and hold when we are at the hold short line prior to entering the runway, what is (s)he clearing us <u>are we cleared</u> to do?	We are allowed to taxi out to the center <u>hold short</u> line of the <u>first active/inactive or closed</u> runway, <u>unless explicit runway crossing clearances have been supplied</u> , and hold there until (s)he clears us <u>cleared</u> to take off.
544 513.	If, while holding short of the runway, we get a call from the controller asking us if we can expedite our takeoff, what does (s)he mean?	The controller is asking if we can take off immediately if (s)he clears us <u>cleared</u> to take off. We may hear this call when there is an incoming aircraft on long final.

Area of Operation VI: Navigation

Page 165, Task A, Pilotage and Dead Reckoning: The following question was revised.

677 679.	What makes for a bad landmark or reference point?	Landmarks and reference points should be unique to be most useful. A mountain is a good landmark if it stands alone, but it loses its value if it is surrounded by other mountains. Similarly, a lake is a good landmark if it is the only large body of water in a wide area. If, however, there are several other lakes in the same general region, it is a less valuable landmark since a pilot could potentially mistake one lake for another, and find himself or herself <u>increases the likelihood of becoming</u> lost.
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