

Private FAA Question Changes

October 2008 to June 2009

This change report covers changes to the following two books from last year to this year:

- Jeppesen Private Pilot Airman Knowledge Test Guide (JS312400-020 to -021)
- Jeppesen Private Pilot Airman Knowledge Test Question Bank (JS334254-015 to -016)

Initial question number references below pertain to the test guide; parenthetical question number references below pertain to the analogous question bank.

Old	New
NEW	<p>5-2 PLT362 (286. PLT362)</p> <p>To use VHF/DF facilities for assistance in locating an aircraft's position, the aircraft must have a</p> <ul style="list-style-type: none">A. VHF transmitter and receiver.B. 4096-code transponder.C. VOR receiver and DME. <p>Answer A. GFDPPM 5-13</p> <p>The VHF Direction Finder (DF) shows the controller the direction of your aircraft from the ATC facility. When you request a "DF Steer" from ATC, you will be asked to key the microphone on your VHF radio.</p>

Old	New
<p>NEW</p>	<p>5-51 PLT281 (335. PLT281)</p> <p>The letters VHF/DF appearing in the Airport/Facility Directory for a certain airport indicate that</p> <p>A. this airport is designated as an airport of entry.</p> <p>B. the Flight Service Station has equipment with which to determine your direction from the station.</p> <p>C. this airport has a direct-line phone to the Flight Service Station.</p> <p>Answer B. GFDPPM 5-37, A/FD Legend</p> <p>The letters VHF/DF indicate that the Flight Service Station (FSS) associated with the airport has a VHF Direction Finder. An FSS can help you if you are lost by using the signal from your communications radio.</p>

Old	New
<p>5-54 PLT116 (338. PLT116)</p> <p>What information is contained in the Notices to Airman Publication (NTAP)?</p> <p>A — Current NOTAM (D) and FDC NOTAMs.</p> <p>B — Current NOTAM (D) and FDC NOTAMs.</p> <p>C — All Current NOTAMs.</p> <p>5-54. Answer A. AIM</p> <p>The Notices to Airmen publication (NTAP) is issued every four weeks and includes NOTAM (D)s that are expected to remain in effect for an extended period and current FDC NOTAMs. Once published in the NTAP, this information will not be provided in a pilot weather briefing unless you specifically request it. Local (L) NOTAMs are not included in the NTAP unless they are considered important to flight safety. Data of a permanent nature is sometimes printed in Notices to Airmen as an interim step prior to publication in the appropriate aeronautical chart or Airport/Facility Directory.</p>	<p>DELETED</p>

Old	New
<p>NEW</p>	<p>8-24 PLT208 (498. PLT208)</p> <p>If an emergency situation requires a downwind landing, pilots should expect a faster</p> <p>A. airspeed at touchdown, a longer ground roll, and better control throughout the landing roll.</p> <p>B. groundspeed at touchdown, a longer ground roll, and the likelihood of overshooting the desired touchdown point.</p> <p>C. groundspeed at touchdown, a shorter ground roll, and the likelihood of undershooting the desired touchdown point.</p> <p>Answer B. GFDPPM 8-13</p> <p>Wind should be considered in all landings, whether normal or emergency. When you fly the same indicated airspeed for landing, a headwind lowers the groundspeed at touchdown, resulting in a shorter ground roll. The reverse is true for a tailwind, which is why pilots always try to land into the wind. Additionally, higher ground speed produced by a tailwind results in the aircraft traveling farther in the roundout and flare, which might result in overshooting the desired touchdown point.</p>
<p>NEW</p>	<p>9-46 PLT354 (587. PLT354)</p> <p>How many satellites make up the Global Positioning System (GPS)?</p> <p>A. 22.</p> <p>B. 24.</p> <p>C. 25.</p> <p>Answer B. GFDPPM 9-51</p> <p>The constellation of 24 GPS satellites is arrayed in orbit so that a minimum of 5 are always observable by a user anywhere on earth.</p>

Old	New
<p>NEW</p>	<p>9-47 PLT354 (588. PLT354)</p> <p>How many Global Positioning System (GPS) satellites are required to yield a three dimensional position (latitude, longitude, and altitude) and time solution?</p> <p>A. 4. B. 5. C. 6.</p> <p>Answer A. GFDPPM 9-51</p> <p>The GPS receiver needs access to at least four satellites to yield a three-dimensional position (latitude, longitude, and altitude) and time solution.</p>
<p>12-103 PLT373 (721. PLT373)</p> <p>A chair-type parachute must have been packed by a certificated and appropriately rated parachute rigger within the preceding</p> <p>A. 60 days. B. 90 days. C. 120 days.</p> <p>Answer C. FAR 91.307</p> <p>No pilot of a civil aircraft may allow a parachute that is available for emergency use to be carried in that aircraft unless it is an approved type, and if a chair type (canopy in back), it has been packed by a certificated and appropriately rated parachute rigger within the preceding 120 days.</p>	<p>12-103 PLT405 (726. PLT405)</p> <p>An approved parachute constructed of natural materials must have been packed by a certificated and appropriately rated parachute rigger within the preceding</p> <p>A. 60 days. B. 90 days. C. 120 days.</p> <p>Answer A. FAR 91.307</p> <p>Parachutes must be repacked periodically to satisfy regulations. The materials used determine the interval. No pilot of a civil aircraft may allow an emergency parachute to be carried in that aircraft unless it is an approved type and has been packed by a certificated and appropriately rated parachute rigger within the preceding 60 days if its canopy, shrouds, and harness are composed exclusively of natural fiber or materials.</p>

Old	New
<p>12-104 PLT373 (722. PLT373)</p> <p>An approved chair-type parachute may be carried in an aircraft for emergency use if it has been packed by an appropriately rated parachute rigger within the preceding</p> <p>A. 120 days. B. 180 days. C. 365 days.</p> <p>Answer A. FAR 91.307</p> <p>No pilot of a civil aircraft may allow a parachute that is available for emergency use to be carried in that aircraft unless it is an approved type, and if a chair type (canopy in back), it has been packed by a certificated and appropriately rated parachute rigger within the preceding 120 days.</p>	<p>12-104 PLT405 (727. PLT405)</p> <p>An approved synthetic parachute may be carried in an aircraft for emergency use if it has been packed by an appropriately rated parachute rigger within the preceding</p> <p>A. 120 days. B. 180 days. C. 365 days.</p> <p>Answer B. FAR 91.307</p> <p>Parachutes must be repacked periodically to satisfy regulations. The materials used determine the interval. No pilot of a civil aircraft may allow an emergency parachute to be carried in that aircraft unless it is an approved type and has been packed by a certificated and appropriately rated parachute rigger within the preceding 180 days if its canopy, shrouds, and harness are composed exclusively of nylon, rayon, or other similar synthetic fiber or materials.</p>
<p>12-121 PLT372 (739. PLT372)</p> <p>Maintenance records show the last transponder inspection was performed on September 1, 2003. The next inspection will be due no later than</p> <p>A–September 1, 2005. B– September 30, 2004. C– September 30, 2005.</p> <p>12-121. Answer C. FAR 91.413</p> <p>No person may use an ATC transponder unless, within the preceding 24 calendar months, that transponder has been tested and found to comply with the appropriate standards listed in Appendix F of 14 CFR Part 43. The term “calendar month” refers to the end of the month when an inspection is due.</p>	<p>12-121 PLT372 (739. PLT372)</p> <p>Maintenance records show the last transponder inspection was performed on September 1, 2006. The next inspection will be due no later than</p> <p>A. September 30, 2007. B. September 1, 2008. C. September 30, 2008.</p> <p>12-121. Answer C. FAR 91.413</p> <p>No person may use an ATC transponder unless, within the preceding 24 calendar months, that transponder has been tested and found to comply with the appropriate standards listed in Appendix F of 14 CFR Part 43. The term “calendar month” refers to the end of the month when an inspection is due.</p>