

# CFI FAA Question Changes

October 2008 to June 2009

This change report describes changes to the Jeppesen Flight and Ground Instructor Airman Knowledge Test Question Bank from last year (JS334264-013) to this year (JS334264-014):

Old	New
<p><b>1. PLT141</b></p> <p>What is the purpose of the <b>runway</b>/runway hold position sign?</p> <p>A. Denotes entrance to runway from a taxiway.</p> <p>B. Denotes area protected for an aircraft approaching or departing a runway.</p> <p>C. Denotes <b>intersecting runways</b>.</p>	<p><b>1. PLT141</b></p> <p>What is the purpose of the runway hold position sign?</p> <p>A. Denotes entrance to <b>a</b> runway from a taxiway.</p> <p>B. Denotes area protected for an aircraft approaching or departing a runway.</p> <p>C. Denotes <b>taxiway location</b>.</p>
<p><b>33. PLT 141</b></p> <p>What does <b>the outbound</b> destination sign identify?</p> <p>A. <b>Identifies</b> entrance to the runway from a taxiway.</p> <p>B. <b>Identifies</b> direction to take-off runways.</p> <p>C. <b>Identifies</b> runway on which an aircraft is located.</p>	<p><b>33. PLT 141</b></p> <p>What does <b>a</b> destination sign identify?</p> <p>A. Entrance to the runway from a taxiway.</p> <p>B. Direction to takeoff runways.</p> <p>C. Runway on which an aircraft is located.</p>
<p>NEW</p>	<p><b>165. PLT344</b></p> <p>You may anticipate fog when the temperature-dew point spread is</p> <p>A. 15°F or less and decreasing.</p> <p>B. 15°F or more and increasing.</p> <p>C. 5°F or less and decreasing</p> <p>Correct answer: C</p>

Old	New
<p>NEW</p>	<p><b>192. PLT021</b></p> <p>(Refer to figure 32.) How should the 500-pound weight be shifted to balance the plank on the fulcrum?</p> <p>A. 10 inches to the left.</p> <p>B. 10 inches to the right.</p> <p>C. 30 inches to the right.</p> <p><b>Answer: B</b></p>
<p><b>262. PLT227</b></p> <p>Integrated flight instruction has many benefits but, the main objective is to</p> <p>A — develop the student's ability to fly the aircraft during inadvertent IMC.</p> <p>B — ensure the student is not overly dependent on instruments during VFR flight.</p> <p>C — help the student develop habit patterns for observance of and <b>reliance on</b> flight instruments.</p>	<p><b>265. PLT227</b></p> <p>Integrated flight instruction has many benefits but, the main objective is to</p> <p>A — develop the student's ability to fly the aircraft during inadvertent IMC.</p> <p>B — ensure the student is not overly dependent on instruments during VFR flight.</p> <p>C — help the student develop habit patterns for observance of and <b>reference to</b> flight instruments.</p>
<p><b>302. PLT260</b></p> <p>Which statement is true concerning a gyroplane?</p> <p>A — Rotor RPM will remain constant during changes in airspeed while descending.</p> <p>B — A gyroplane is capable of getting into a settling-with-power situation much the same way as a helicopter.</p> <p>C — A gyroplane can safely descend vertically or move backward with respect to ground references during a descent if altitude permits.</p>	<p><b>DELETED</b></p>

Old	New
<p><b>303. PLT260</b></p> <p>A jump takeoff would most likely be used for what type condition?</p> <p>A — Soft field.</p> <p>B — Short field.</p> <p>C — High density altitude.</p>	<p><b>DELETED</b></p>
<p><b>304. PLT222</b></p> <p>In order to maintain level flight (laterally) as airspeed increases on climbout after takeoff in a gyroplane, the pilot will have to increase</p> <p>A — rudder pressure to the left.</p> <p>B — cyclic pressure to the right.</p> <p>C — rudder and cyclic pressure to the left.</p>	<p><b>DELETED</b></p>
<p><b>305. PLT470</b></p> <p>Rotor torque is a concern in gyroplanes only during</p> <p>A — prerotation or clutch engagement.</p> <p>B — maneuvers requiring high rotor RPM.</p> <p>C — maximum performance climbs and go-arounds requiring higher engine RPM.</p>	<p><b>DELETED</b></p>

Old	New
<p>NEW</p>	<p><b>881. PLT021</b></p> <p>(Refer to figure 36.) What effect does a 35-gallon fuel burn (main tanks) have on the weight and balance if the airplane weighed 2,890 pounds and the MOM/100 was 2,452 at takeoff?</p> <p>A. Weight is reduced by 210 pounds and the CG moves aft.</p> <p>B. Weight is reduced by 210 pounds and the CG is unaffected.</p> <p>C. Weight is reduced to 2,680 pounds and the CG moves forward.</p> <p>Correct answer: A</p>
<p>NEW</p>	<p><b>883. PLT021</b></p> <p>If the landing gear on an airplane moves forward during retraction, the total moment will</p> <p>A. increase.</p> <p>B. decrease.</p> <p>C. remain the same.</p> <p><b>Answer: B</b></p>
<p><b>1037. PLT040</b></p> <p>(Refer to figure 47)</p> <p>Which altitude (box 2) is applicable to the base of the shelf area?</p> <p>A — 700 feet AGL.</p> <p>B — 1,200 feet MSL.</p> <p>C — 1,200 feet AGL.</p>	<p><b>1038. PLT040</b></p> <p>(Refer to figure 47)</p> <p>Which altitude (box 2) is applicable to the base of the shelf area <a href="#">of this Class C airspace?</a></p> <p>A — 700 feet AGL.</p> <p>B — 1,200 feet MSL.</p> <p>C — 1,200 feet AGL.</p>

Old	New
<p><b>1038. PLT040</b></p> <p>(Refer to figure 47) Which altitude (box 1) is applicable to the vertical extent of the surface and shelf areas?</p> <p>A — 3,000 feet AGL.</p> <p>B — 3,000 feet above airport.</p> <p>C — 4,000 feet above airport.</p>	<p><b>1039. PLT040</b></p> <p>(Refer to figure 47.) Which altitude (box 1) is applicable to the vertical extent of the surface and shelf areas <b>of this Class C airspace?</b></p> <p>A. 3,000 feet AGL.</p> <p>B. 3,000 feet above airport.</p> <p>C. 4,000 feet above airport.</p>
<p><b>1041. PLT161</b></p> <p>All operations within Class C airspace must be</p> <p>A — <b>in compliance with ATC clearances and instructions.</b></p> <p>B — on a flight plan filed prior to arrival or departure.</p> <p>C — in an aircraft equipped with a transponder with automatic altitude reporting capability.</p>	<p><b>1042. PLT161</b></p> <p>All operations within Class C airspace must be</p> <p>A — <b>in communications with the responsible ATC facility.</b></p> <p>B — on a flight plan filed prior to arrival or departure.</p> <p>C — in an aircraft equipped with a transponder with automatic altitude reporting capability.</p>
<p><b>1267. PLT232</b></p> <p><b>Many</b> experienced pilots have fallen prey to dangerous tendencies or behavior problems at some time. <b>Some of these dangerous tendencies or behavior patterns which must be identified and eliminated include</b></p> <p>A — deficiencies in instrument skills and knowledge of aircraft systems or limitations.</p> <p>B — peer pressure, <b>scud running</b>, loss of situational awareness, and operating with inadequate fuel reserves.</p> <p>C — performance deficiencies due to stress from human factors such as fatigue, illness, or emotional problems.</p>	<p><b>1266. PLT232</b></p> <p><b>All</b> experienced pilots have fallen prey to, <b>or have been tempted by, one or more of these</b> dangerous tendencies or behavior problems at some time <b>in their career. Select the answer that best describes these tendencies.</b></p> <p>A. Deficiencies in instrument skills and knowledge of aircraft systems or limitations.</p> <p>B. Peer pressure, loss of situational awareness, and operating with inadequate fuel reserves.</p> <p>C. Performance deficiencies due to stress from human factors, such as fatigue, illness, or emotional problems.</p>

Old	New
<p><b>1276. PLT059</b></p> <p>Vertical visibility is shown on <b>METAR/TAF</b> reports when the sky is</p> <p>A — obscured. B — overcast. C — partially obscured.</p> <p><b>Answer: A</b></p>	<p><b>1276. PLT072</b></p> <p>Vertical visibility is shown on <b>METAR</b> reports when the sky is</p> <p>A. overcast. B. obscured. C. partially obscured.</p> <p><b>Answer: B</b></p>