What's New and Upcoming in Airman Testing

(New Edition: September 10, 2021)

Airman Knowledge Testing

New/Revised Test Question Activation Dates for 2021/2022:

- September 27, 2021
- January 31, 2022
- April 25, 2022
- July 25, 2022
- October 31, 2022

General Information:

New Knowledge Test Score Review (previously called "Hand-Score") and updated FAQs on FAA.gov:

FAQ Question:

What recourse do I have if I believe there was an invalid question on my airman knowledge test?

Answer:

The Airman Certificate Testing Service (ACTS) vendor's (PSI) software provides an opportunity for airman applicants to enter comments on each individual knowledge test question. Airman applicants should provide any comments, on knowledge test questions, during the test. Airman Testing Standards Subject Matter Experts regularly review these comments, determine any necessary action, and implement corrections and updates to test questions, as deemed appropriate.

*If you believe an invalid test question(s) contributed to your **failure** on an airman knowledge test, you may request a **Knowledge Test Score Review** (previously called "Hand-Score"), per the following instructions:*

Request for Knowledge Test Score Review: Airman Applicant Instructions

If your failed test meets the following criteria, you may request a knowledge test score review:

- ✓ *The date of your request, **and** the date of your failed Airman Knowledge Test Report (AKTR) are within the validity period stated on the report.*

Note: *Refer to the "Expiration Date," on your failed AKTR, in order to determine the validity period.*

- ✓ *Your failed knowledge test score is between 64 and 69, inclusive.*

Note: *The FAA will not review passed knowledge tests. Your passed AKTR should be presented to an authorized instructor, for additional instruction, and for confirmation of your competency in the subject area(s) missed on the knowledge test.*

If your failed test meets the above criteria, you may request a knowledge test score review by sending an email to afs630comments@faa.gov.

- ✓ *Your emailed request should include a:*
  - *written request stating the nature of your concerns;*
  - *legible photocopy of your proof of identification, including an official photograph of yourself;* ***and***
  - *copy of your failed AKTR.*

Your test results will be reviewed by an FAA airman knowledge subject matter expert. You should receive a response no later than 10 business days from the date your request was received.

Practice Tests and Sample Test Questions in PDF Format:

The PSI Practice Tests and FAA PDF Sample Questions on FAA.gov are updated as needed and do not wait for the change activation dates listed above. This What's New, PSI Practice Tests, and FAA PDF Sample Questions are used to communicate to the aviation community what has changed on the official FAA Knowledge Exams. The PSI Practice Tests and FAA Sample Questions have the same data, provided in different ways, and are an accurate reflection of the scope and depth of the FAA Knowledge Tests to support training and test preparation efforts. Applicants should reference the Airman Certification Standards to understand the expected knowledge and skills, and these airman knowledge testing tools to understand the computer testing process and example test questions.

PSI Practice exams are available via the PSI True Talent Website.

Sample Test Questions in PDF Format:

FAA PDF Sample test questions are available at
https://www.faa.gov/training_testing/testing/test_questions/

Changes to PLT Codes:

PLT codes added to the Learning Statement Reference Guide document:

- PLT550 Recall risk management – identification / assessment
- PLT551 Recall risk management – FRATs
- PLT552 Recall collision avoidance - TIS

The Learning Statement document is located here (dated 9-27-2021):
https://www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf

Several Tasks in the airplane question banks and associated knowledge test questions were reviewed for ACS code consistency and coding changes were made to questions to provide a more appropriate and consistent look-back for the applicant, instructor, and DPE depending on the question subject matter. Applicant practical exams will retest the ACS codes identified on the Airman Knowledge Test Report consistent with the code definitions in effect at the time of the test.

Private Pilot (PVT):

- We plan to add a code in the future when we can revise ACS for questions regarding the responsibility for airworthiness regarding pilots and owner/operators. Currently those questions are coded as PA.I.B.K1 (General airworthiness requirements and compliance for airplanes, including:)
- Questions about aircraft certification categories and classes with disparate codes were changed from PA.I.A.K2 (Privileges and limitations) to PA.I.B.K1 (General airworthiness requirements and compliance for airplanes, including) so questions on this topic have a consistent code.
- Alteration and repair questions that relate to required checks after alteration and return to service and other inspection such as annual inspection were changed from PA.I.B.K1 (General airworthiness requirements and compliance for airplanes, including) to PA.I.B.K1b (b. Required inspections and airplane logbook documentation).
- Questions involving minimum safe altitudes were changed from PA.I.D.K1 (Route planning, including consideration of different classes and special use airspace (SUA) and selection of appropriate and available navigation/com systems and facilities) to PA.I.D.K2 (Altitude selection accounting for terrain and obstacles, glide distance of the airplane, VFR cruising altitudes, and the effect of wind.)
- Questions about route selection not directly related to elements of a VFR flight plan were coded from PA.I.D.K4 (elements of a VFR flight plan) to PA.I.D.K1 (Route planning, including consideration of different classes and special use airspace (SUA) and selection of appropriate and available navigation/communication systems and facilities).
- Question codes were switched between PA.I.E.K1 (Types of airspace/airspace classes and associated requirements and limitations) and PA.I.E.K2 (Charting Symbology) depending on whether decoding a chart symbol or knowledge of airspace was the focus of the question.
- Some questions regarding standard classes of airspace designated by a single letter were changed from PA.I.E.K3 (Special use airspace (SUA), special flight rules areas (SFRA), temporary flight restrictions (TFR), and other airspace areas) to PA.I.E.K1 Types of airspace/airspace classes and associated requirements and limitations.
- Basic questions related to pilot analysis of effects of the density altitude on airplane performance were changed from PA.I.F.K1 (Elements related to performance and limitations by explaining the use of charts, tables, and data to determine performance) to PA.I.F.K2a (The applicant demonstrates understanding of: Factors affecting performance, to include: a. Atmospheric conditions.

Commercial Pilot (COM):

- Code changed to CA.I.G.K1i

  Your aircraft has an exhaust manifold type heating system. The exhaust manifold is periodically inspected to avoid

  Code changed from: The applicant demonstrates the ability to identify, assess and mitigate risks, encompassing failure to detect system malfunctions and failures.

  Code changed to: The applicant demonstrates the understanding of airplane systems, to include environmental.

The replacement code provides a more specific lookback to the system described in the question.

- A more specific code was applied to a question from general airworthiness requirements (CA.I.B.K1) to those requirements including certificate location and expiration dates (CA.I.B.K1a).
- A question regarding a chart symbol was changed from CA.I.E.K1 (Types of airspace/airspace classes and associated requirements and limitations) to CA.I.E.K2 (chart symbology).
- A question regarding load factor was changed from CA.I.F.K2e (Loading (e.g., center of gravity)) to CA.I.F.K3 (aerodynamics).
- A question regarding what the pilot does operationally as a result of a change in density altitude was coded from CA.I.F.K2a (a. atmospheric conditions) to CA.I.F.K1c (c. powerplant and propeller).
- A question about stress management was coded from CA.I.H.K1 (The symptoms (as applicable), recognition, causes, effects, and corrective actions associated with aeromedical and physiological issues, such as, to CA.I.H.K1g (The symptoms (as applicable), recognition, causes, effects, and corrective actions associated with aeromedical and physiological issues, such as, g. Stress).

Instrument Rating (IRA):

- A question about logging instrument approaches was changed from IR.I.C.K2 (Privileges and limitations) to IR.I.A.K1 (Certification requirements, recent flight experience, and recordkeeping.)
- A question about time and fuel burn was changed from IR.I.C.K1 (Route planning, including consideration of the available navigational facilities, special use airspace, preferred routes, and primary and alternate airports.) to IR.I.C.K3a (Calculating: a. Time, climb and descent rates, course, distance, heading, true airspeed, and groundspeed).
- For questions regarding specific data on an approach plate, the code was changed from IR.I.C.K1 (Route planning, including consideration of the available navigational facilities, special use airspace, preferred routes, and primary and alternate airports.) to IR.VI.E.K1 (Elements related to the pilot's responsibilities, and the environmental, operational, and meteorological factors that affect landing from a straight-in or circling approach.) or IR.VI.B.K1 (Procedures and limitations associated with a precision approach, including determining required descent rates and adjusting minimums in the case of inoperative equipment.) or IR.VI.C.K1 (Elements related to missed approach procedures and limitations associated with standard instrument approaches, including while using an FMS or autopilot, if equipped).
- Questions about weather products were changed from IR.I.C.K2 (Altitude selection accounting for terrain and obstacles, glide distance of airplane, IFR cruising altitudes, effect of wind, and oxygen requirements.) to IR.I.B.K2 (Acceptable weather products and resources utilized for preflight planning, current and forecast weather for departure and en route operations and arrival phases of flight.)
- A question about en route charts was changed from IR.I.C.K2 (Altitude selection accounting for terrain and obstacles, glide distance of airplane, IFR cruising altitudes, effect of wind, and oxygen requirements.) to IR.I.C.K1 (Route planning, including consideration of the

available navigational facilities, special use airspace, preferred routes, and alternate airports.)

- A question about filing a flight plan was changed from IR.I.C.K4 (Elements of an IFR flight plan.) to IR.III.A.K1 (Elements and procedures related to ATC clearances and pilot/controller responsibilities for departure, en route, and arrival phases of flight including clearance void times.)
- A question about clearance void times was changed from IR.I.CK5 (Procedures for activating and closing an IFR flight plan in controlled and uncontrolled airspace.) to IR.III.A.K1 (Elements and procedures related to ATC clearances and pilot/controller responsibilities for departure, en route, and arrival phases of flight including clearance void times.)
- A question about fuel requirements was changed from IR.I.C.R7 (Improper fuel planning.) to IR.I.C.K3c (c. Fuel requirements, to include reserve)

Airline Transport Pilot (ATP):

- A practice question stem now reads:
- In a turbojet aircraft, when is braking performance optimized during landing?
- "In a turbojet aircraft," was added to the stem since braking performance may include aerodynamic braking.
- Questions regarding the effect of high elevations, temperatures, and density altitude on takeoff was changed from AA.I.B.K2b (b. Takeoff performance (e.g., balance field length, VMCG) to AA.I.B.K3a (Factors affecting performance, to include: a. atmospheric conditions).
- A question involving reading available takeoff distance was changed from AA.I.B.K2b (b. Takeoff performance (e.g., balance field length, VMCG) to AA.I.B.K3d (Factors affecting performance, to include: d. Airport environment (e.g., runway condition, land and hold short operations (LAHSO))
- A question looking at a takeoff chart was coded from AA.I.B.K2c (c. Climb performance) to AA.I.B.K2b (b. Takeoff performance (e.g., balance field length, VMCG).
- A question not involving inoperative powerplant was changed from AA.I.B.K2g (g. Performance with an inoperative powerplant for all phases of flight (AMEL, AMES) to AA.I.B.K2b ((b. Takeoff performance (e.g., balance field length, VMCG).
- Questions about pallet weight and floor loads had inconsistent codes. Those coded to AA.I.B.K2h (h. Weight and balance and how to shift weight) were all coded to AA.I.B.K3e (e. Loading (e.g., center of gravity).
- Certain questions involving calculating weight and balance were changed from IAA.I.B.K3e (e. Loading (e.g., center of gravity) or from AA.I.B.K3f (Factors affecting performance to include: f. Aircraft weight and balance) to AA.I.B.K2h (h. Weight and balance and how to shift weight).
- Some questions coded with AA.I.B.K4 (Aerodynamics and how it relates to performance were changed to AA.I.B.K3e (Loading (e.g., center of gravity) or AA.I.B.K1 (Elements related to performance and limitations by explaining the use of charts, tables, and data to determine performance.) to better match what the question subject matter.
- Question relating stability and CG location was changed from AA.I.B.K5 (Adverse effects of exceeding an aircraft limitation or the aircraft operating envelope.) to AA.I.B.K5 (Factors affecting performance, to include: e. Loading (e.g., center of gravity)).

- Some questions coded AA.I.F.K3 (Aeronautical Decision-Making (ADM) using Crew Resource Management (CRM) or Single Pilot Resource Management (SRM), as appropriate.) were changed to AA.I.F.R2 (Hazardous Attitudes.) and vice versa as appropriate to the content of the questions.
- A question on automation coded with AA.I.F.R3 (Distractions, improper task management, loss of situational awareness, or disorientation.) was coded to AA.I.F.K4 (Aeronautical Decision-Making (ADM) using Crew Resource Management (CRM) or Single Pilot Resource Management (SRM), as appropriate.)

Airman Knowledge Test Reports:

Airman Certification Standards (ACS) codes will be printed on the Airman Knowledge Test Report (AKTR) for ACS-based exams. Currently, the following exams are based on published ACS documents: ACM, ASC, ATM, ATS, CAX, CCP, ICP, IEP, IFP, IRA, MCN, PAR, PCP, PEP and UAG.

- UGR is no longer administered
- IEP and PEP were added

Airman Knowledge Testing Matrix:

- The FAA Airman Knowledge Testing Matrix was effective April 6, 2021. The latest version is posted here.

Airman Knowledge Test Statistics:

Airman Certification calendar year 2020 statistical information is now available here.

Airman Certification Standards (ACS) New Development/Revision Update

ACSs under revision/development (release dates TBD):

- FAA-S-ACS-1, Aviation Mechanic General, Airframe, and Powerplant ACS
- FAA-S-ACS-2, Commercial Pilot Powered-Lift ACS
- FAA-S-ACS-3, Instrument Rating Powered-Lift ACS
- FAA-S-ACS-5, Airline Transport Pilot and Type Rating for Helicopter ACS
- FAA-S-ACS-9, Aviation Instructor ACS
- FAA-S-ACS-14, Instrument Rating – Helicopter ACS
- FAA-S-ACS-15, Private Pilot – Helicopter ACS
- FAA-S-ACS-16, Commercial Pilot – Helicopter ACS
- FAA-S-ACS-17, Airline Transport Pilot and Type Rating for Powered-Lift ACS
- FAA-S-ACS-18, Private Pilot Lighter-Than-Air ACS
- FAA-S-ACS-19, Commercial Pilot Lighter-Than-Air ACS

Testing Standard (TS) New Development Update

TS under development (release date TBD):

- FAA-S-TS-25, Inspection Authorization (IA) TS

Reference Handbooks New Development/Revision Update

With the assistance of aviation community members of the Aviation Rulemaking Advisory Committee (ARAC) Airman Certification Standards (ACS) Working Group (WG), the FAA is reviewing and revising a number of its reference handbooks.

Handbooks currently under revision with an estimated release date of September 2021:

- FAA-H-8083-3, Airplane Flying Handbook

Handbooks currently under revision with an estimated release date of December 2021:

- FAA-H-8083-2, Risk Management Handbook
- FAA-H-8083-24, Small Unmanned Aircraft Systems Operating Handbook
- FAA-H-8083-29, Powered Parachute Flying Handbook

Handbooks currently under revision with an estimated release date of March 2021:

- FAA-H-8083-5, Weight-Shift Control Aircraft Flying Handbook

Handbooks currently under revision with an estimated release date of September 2022:

- FAA-H-8083-13, Glider Flying Handbook
- FAA-H-8083-15, Instrument Flying Handbook
- FAA-H-8083-25, Pilot's Handbook of Aeronautical Knowledge

Handbooks currently under revision with release dates TBD:

- FAA-H-8083-11, Balloon Flying Handbook
- FAA-H-8083-33, Powered-Lift Flying Handbook

Airman Knowledge Testing Supplement Revision Update

- There will be no supplement revisions in 2021.
- The current editions of the Airman Knowledge Testing Supplements are available here.

For previous versions of the *What's New and Upcoming in Airman Testing,* visit the Archives page.