

Gleim Pilot Handbook
Eleventh Edition, Second Printing
Updates
December 2018

NOTE: Text that should be deleted is displayed with a line through it. New text is shown with a blue background.

If you are tested on any content not represented in our materials or this update, please share this information with Gleim so we can continue to provide the most complete test preparation experience possible. You can submit feedback at www.GleimAviation.com/questions. Thank you in advance for your help!

Introduction and Overview of Certificates and Ratings

Page 5, FAA Requirements to Obtain a Private Pilot Certificate, new Item 3.d: This item was added to include BasicMed.

- d. If you have ever held a valid FAA medical certificate, you may be eligible for BasicMed, which is discussed in Study Unit 4.

Page 16, Gleim FAA Test Prep Online: These edits remove a reference to DUATS, which is no longer in service, and update terminology.

Computer testing is consistent with aviation's use of computers (e.g., ~~DUATS~~ [Leidos Flight Service Online](#), flight simulators, computerized cockpit flight decks, etc.). All FAA knowledge tests are administered by computer.

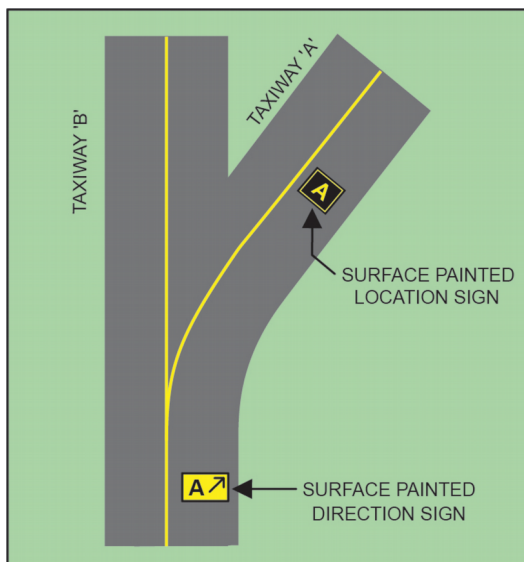
Study Unit 1 – Airplanes and Aerodynamics

Page 51, Subunit 1.10, Item 4.d.: This edit was made to correct the outline.

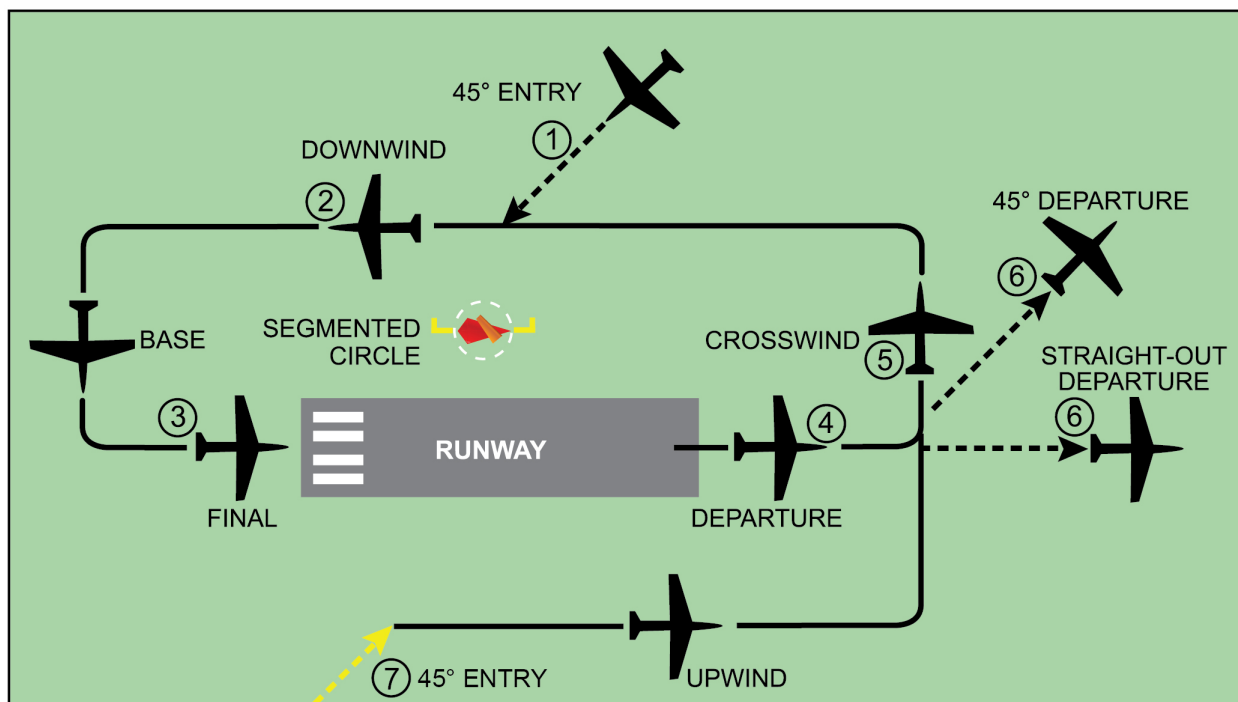
- d. When the nose is raised during the takeoff roll of a nosewheel-type airplane (i.e., rotation), the yawing moment will be to the left ~~right~~.

Study Unit 3 – Airports, Air Traffic Control, and Airspace

Page 142, Subunit 3.1, Item 3.d.1): This image was updated for clarity.



Page 161, Subunit 3.5, Item 2.e.: This image was updated to show the airplane entering from the midpoint of the runway.



Key:

1. Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude.
2. Maintain pattern altitude until abeam approach end of the landing runway on the downwind leg.
3. Complete turn to final at least 1/4 mi. from the runway.
4. Continue straight ahead until beyond departure end of runway.
5. If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway, within 300 ft. of pattern altitude.
6. If departing the traffic pattern, continue straight out, or exit with a 45° left turn (right turn for right traffic pattern) beyond the departure end of the runway, after reaching pattern altitude.
7. There are a few airports in the U.S. that require a 45° entry to the upwind leg of the traffic pattern.

Study Unit 4 – Federal Aviation Regulations

Page 228, Subunit 4.6, 61.23, new Item 4.: Coverage was added for BasicMed.

4. BasicMed allows a pilot to conduct certain operations using a U.S. driver's license instead of a medical certificate as long as the pilot
 - a. Has held an FAA medical certificate at any time after July 14, 2006, the most recent of which
 - 1) May have been a special issuance medical certificate.
 - a) A one-time special issuance medical certificate must be obtained for certain cardiovascular, neurological, and mental health conditions.
 - 2) May be expired.
 - 3) Cannot have been suspended, revoked, withdrawn, or denied.
 - b. Completes an approved medical education course in the preceding 24 calendar months in accordance with 14 CFR Part 68.
 - d. Receives a comprehensive medical examination from a state-licensed physician in the previous 48 calendar months in accordance with 14 CFR Part 68.
 - 1) The exam is not required to be conducted by an aviation medical examiner (AME).

Study Unit 7 – Aviation Weather

Page 371, Subunit 7.5, Item 5.: These edits were made to correct the outline.

5. Frost forms in much the same way as dew. The difference is that the dew point of surrounding air must be colder than freezing. Water vapor ~~sublimates~~ **changes** directly as **to** ice crystals or frost (**deposition**) rather than condensing as dew.

Study Unit 8 – Aviation Weather Services

Pages 385-387, Subunit 8.1, Item 2.: These edits reflect the discontinuance of TIBS.

2. To contact an FSS by telephone, dial 800-WX-BRIEF (800-992-7433).
 - ~~a. As a starting point for a preflight weather briefing, you may listen to a recorded weather briefing (e.g., Telephone Information Briefing Service, or TIBS).~~
 - ~~1) TIBS provides a telephone recording of meteorological and/or aeronautical information for a specific airport and/or area.~~
 - a.** Next, You will talk to a specialist to obtain the latest information.
 - [. . .]**
 - ~~e.~~ **b.** The FSSs are here to serve you. You should not hesitate to discuss factors that you do not fully understand.

Page 415, Subunit 8.14: This subunit, which covered the now discontinued DUATS, was removed in its entirety. The following subunits were renumbered accordingly.

Page 420, Subunit 8.15 (now 8.14), Item 1.a.: These edits reflect the discontinuance of DUATS.

- a. The online Flight Service system is similar to DUATS. Offers many of the same functions are available including flight planning, airport information, weather information, NOTAMs, official weather briefings, and flight plan filing.

Page 424, Subunit 8.16 (now 8.15), Items 1. and 1.b.: These edits reflect the discontinuance of DUATS.

1. Gleim recommends using official aviation weather sources, such as Leidos Flight Service or DUATS, to obtain your aviation weather information.

[. . .]

b. ~~Direct User Access Terminal System (DUATS): www.duats.com~~

- 1) ~~The DUATS is a computerized weather briefing and flight planning system that provides pilots with up-to-date and reliable briefing information.~~
- 2) ~~After creating an account and logging in, users have many options to obtain aviation weather, charts, images, and preflight briefing tools.~~
- 3) ~~A user guide with extensive instructions is available under the Help menu.~~

Study Unit 9 – Navigation: Charts, Publications, Flight Computers

Page 446, Subunit 9.7, Item 2.a.3)c): These edits reflect the discontinuance of DUATS.

- c) ~~Direct User Access Terminal System (DUATS) vendors~~ Leidos Flight Service Online also provides NOTAM (D) information.

Page 447, Subunit 9.7, Item 2.b.3): This edit removes the reference to DUATS.

- 3) ~~DUATS vendors will provide FDC NOTAMs only upon site-specific requests using a location identifier.~~

Study Unit 11 – Cross-Country Flight Planning

Page 509, Subunit 11.1, Item 1.a.1): This edit reflects the discontinuance of DUATS.

- 1) Weather information is normally gathered by watching various weather programs on television, utilizing DUATS, checking weather resources on the Internet, or contacting a Flight Service Station (FSS).

Abbreviations and Acronyms

Page 551: These edits update terminology to reflect current FAA literature and procedures and remove references to DUATS and TIBS, which are no longer in service.

CRM cockpit crew resource management

[. . .]

DUATS Direct User Access Terminal System

[. . .]

TIBS Telephone Information Briefing Service