

VFR quiz Night VFR operations

1. Is the holder of a valid and night-current command instrument rating (CIR) allowed to operate night VFR if a night VFR rating is not held?

- (a) No. The NVFR flight test must be completed before exercising NVFR privileges.
- (b) Yes, but only during the validity of the instrument rating and providing the pilot meets aeronautical and recency experience requirements for NVFR.

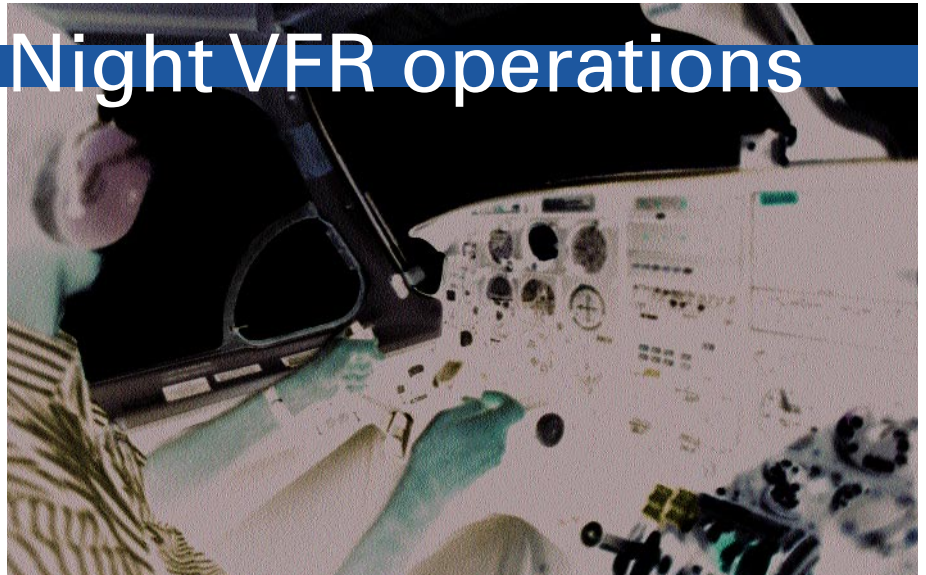
(c) Yes. An instrument rating holder may operate at night under the VFR provided all IFR recency requirements are met.

2. You hold a CPL (aeroplanes) and a night VFR rating endorsed for multi-engine aeroplanes, but no instrument rating. Assuming you meet all relevant recent experience requirements, which of the following four categories of flight are you permitted to undertake at night under the VFR?

- (a) PVT, with passengers in a multi-engine aeroplane.
- (b) CHTR, freight only in a single-engine aeroplane.
- (c) CHTR, with passengers in a single-engine aeroplane.
- (d) CHTR, with passengers in a multi-engine aeroplane.

3. You hold a CPL(A), a CIR and a night VFR rating. What recency requirements (if any) are necessary for you to act as pilot-in-command (PIC) of a NVFR private flight with passengers (assuming you have satisfied any associated aeronautical experience)?

- (a) At least three night take-offs and landings in the preceding 90 days.
- (b) One night take-off and landing in the preceding six months, *and* either a night flight of one-hour duration *or* a flight check at night by an approved person within the preceding six months.
- (c) A flight check at night by an approved person within the preceding six months.
- (d) At least three night take-offs and landings in the previous 90 days and at least one hour of night flying within the previous 12 months.
- (e) None. A CPL holder with a CIR may carry out the flight as PIC.



Refer to ERC (L) 2

4. A night flight is planned to Ararat (YARA) in Victoria. From a navigation aid standpoint when operating NVFR, does YARA require an alternate?

- (a) Since YARA does not have a NAV AID, an alternate with a suitable NAV AID (VOR/NDB) for use within 1 hr flight time must be provided.
- (b) No NAV AID requirement must be met when operating NVFR to YARA.
- (c) Since YARA does not have a NAV AID, an alternate with a suitable NAV AID (NDB/VOR) for use must be provided.
- (d) An alternate does not need to be planned if the aircraft is fitted with an approved GPS receiver, and the pilot is qualified to use it.
- (e) Both (a) and (d) are correct.

5. Which of the following is the aeroplane weather alternate minimum when operating NVFR?

- (a) 1000 ft ceiling, 5 km visibility
- (b) LSALT + 500 ft, 8 km visibility
- (c) LSALT + 500 ft 5 km visibility
- (d) 1500 ft ceiling, 8 km visibility.

6. At a destination equipped with PAL, no alternate needs to be carried if the aircraft is equipped with 2 VHF COMMS or 1 VHF and 1 HF together with 30 minutes holding fuel.

- (a) true
- (b) false

7. Which of the following is the method used to determine the area for calculating LSALT when operating NVFR?

- (a) The IFR method (10.3 degrees from

an aid, 15 degrees from no aid plus a 5 nm buffer) is acceptable.

- (b) The "area navigation" method (10.3-degrees to 30 nm for conventional RNAV and 7 nm for GPS plus a 5 nm buffer) is acceptable.
- (c) A radius of 10nm at any point along the track line is acceptable.
- (d) All of the above are acceptable.

8. Can a calculated LSALT be modified once a positive fix is obtained having passed a higher critical obstruction when operating NVFR?

- (a) yes
- (b) no

9. How many means of illuminating the flight instruments are necessary when operating NVFR?

- (a) Only one means is necessary for NVFR.
- (b) Only one means: from a normal aircraft power source (alternator/generator) but each crew member must have a shock-proof electric torch.
- (c) Two means: one from a normal aircraft power source (alternator/generator) and the second from an alternative source (battery). Each crew member must still have a shock-proof torch.

10. Which of the following flight instruments is NOT required when operating night VFR PVT, AWK or CHTR?

- (a) OAT indicator
- (b) artificial horizon (AH)
- (c) directional gyro (DG)
- (d) VSI.

Flying ops quiz



MERRAN WILLIAMS

The following is an extract from ERSA for the runway characteristics at a particular aerodrome. Questions 1 – 3 apply to this extract.

**03/21 033 47a 5700/450(65PSI) Sealed.
RWY WID 23**

**09/27 085 30c 5700/450(65PSI) Gravel.
72(236) E end, 58(190) W end sealed
RWY WID 18**

1. **Runway 21 is aligned:**
 - (a) 213 degrees magnetic
 - (b) 213 degrees true
 - (c) 210 degrees magnetic
 - (d) 210 degrees true.
2. **The physical length of runway 03 is:**
 - (a) 4700 m and the runway width is 23 ft
 - (b) 5700 metres and the runway width is 23 ft
 - (c) 4700 ft and the runway width is 23 m
 - (d) 5700 ft and the runway width is 23 m.
3. **The maximum tyre pressure permitted is:**
 - (a) 450 kPa unless the landing weight is below 5700 kg
 - (b) 450 kPa with a maximum of 65PSI in the oleo strut
 - (c) 65 PSI with a maximum of 450 kPa in the oleo strut
 - (d) 450 kPa or 65 PSI maximum.
4. **During the starting of a turboprop engine**

the starter/generator operates as:

 - (a) a shunt motor, and during normal running it operates as a compound DC generator
 - (b) a series motor, and during normal running it operates as a shunt/compound DC generator
 - (c) series motor, and during normal running it operates as an AC generator
 - (d) shunt motor, and during normal running it operates as an AC generator.
5. **During the conduct of a visual approach by night, a VFR aircraft must maintain the lowest safe altitude until the aircraft is:**
 - (a) within 3 nm of the aerodrome and with the aerodrome in sight
 - (b) within 5 nm of the aerodrome and with the aerodrome in sight
 - (c) within 3 nm of the aerodrome unless established not below "on slope" on the T-VASIS or PAPI
 - (d) within 5 nm of the aerodrome unless established not below "on slope" on the T-VASIS or PAPI.
6. **The maximum speed for IFR and VFR aircraft in E or G airspace is:**
 - (a) no restriction
 - (b) no restriction except 250 KT IAS in a CTAF or MBZ
 - (c) 250KT IAS below 10,000 AMSL
 - (d) 250KT IAS below F110.
7. **Some aircraft are placarded with a warning against switching off the**

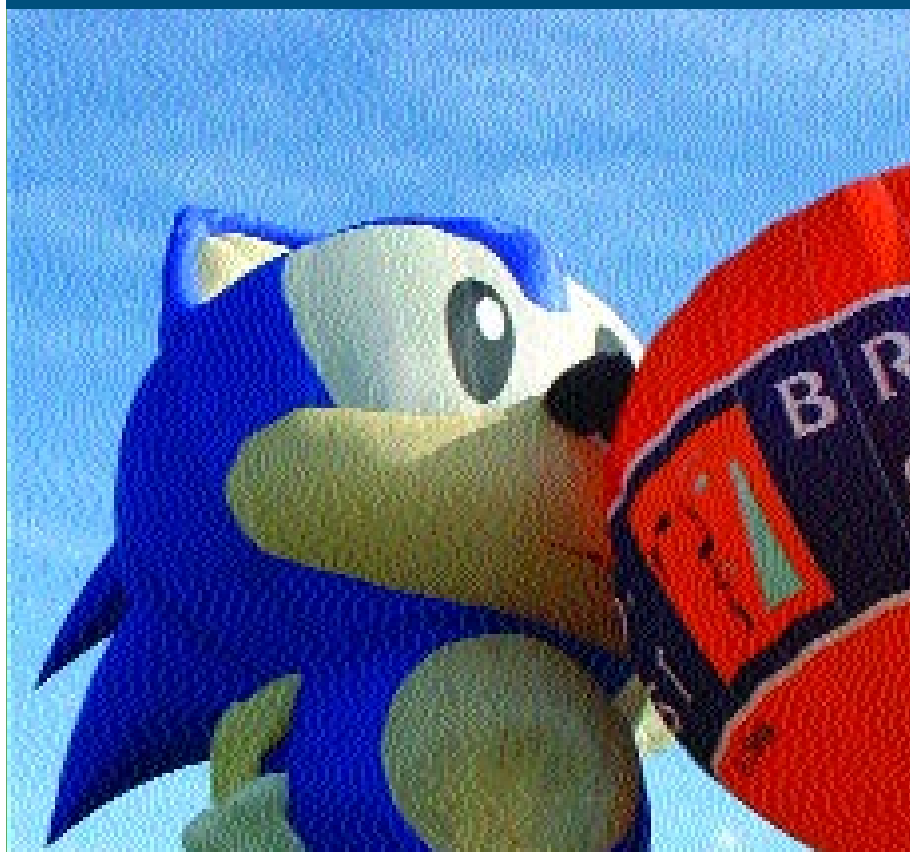
generator in flight. This is because doing so:

 - (a) will cause an engine ignition failure if the battery voltage falls sufficiently
 - (b) may result in the alternator failing to come back on line if the battery is sufficiently discharged
 - (c) may place an overload on the battery
 - (d) may reduce the power to the magnetos.

8. **After receiving the instruction from ATC, a change of level must be commenced:**
 - (a) no later than two minutes after receiving the instruction
 - (b) no later than one minute after receiving the instruction
 - (c) promptly but there is no particular time limit
 - (d) immediately.
9. **Referring to a piston-engined aircraft, the alternate air control:**
 - (a) is applicable to fuel injected engines and is otherwise identical to carburettor heat
 - (b) is applicable to all piston engines and is another term for carburettor heat
 - (c) is applicable to fuel injected engines and provided heated air to the injectors
 - (d) provides an alternative, but not necessarily heated, induction air source in the event of air filter blockage.

What's the message?

In 25 words or less, tell us what you think is the message to be inferred from the photo. The best entry receives \$50 worth of safety aviation products. Send your entry to: *Flight Safety Australia*, GPO Box 2005, Canberra ACT 2601 or email to: fsa@casa.gov.au by June 1.



VICTORIA CLARE

*Last issue's
winning message:*

"If you build it, the wind will come!"

*Bruno Kolberg
Brisbane*



Night VFR quiz

- (b) CAO 40.2.1 paragraph 14.1
- (b) CAO 40.2.2 appendix 1, 3.1 (a)
- (d) CAO 40.2.2 paragraph 5.1 (a) and CAR 5.109 (b) – relates to carriage of passengers
- (e) AIP ENR 1.1 - 89 para. 72.3.3
- (d) AIP ENR 1.1 - 88
PARA 72.2.12
(b) is the correct answer when operating IFR / no aid aerodrome.
- (b) AIP ENR 1.1 - 89
PARA 72.4.3. This description relates to the alternate NOT the destination.
- (d) AIP GEN 3.3-15 AIP GEN 3.3-16
PARAS 3.6, 3.7, 3.8.
- (a) AIP GEN 3.3-16 paragraph 3.8. This really needs to be assessed at the flight

Quiz answers

planning stage when it is convenient to work out the new LSALT.

9. (c) CAO 20.18 APPENDIX V. Typically the individual panel lights are supplied through a separately protected circuit from that supplying the overhead rheostat.

10. (d) CAO 20.18 APPENDIX 1V

Flying ops quiz

- (a) 03/21 is the runway designation; 033 is the runway bearing in degrees magnetic; the reciprocal of 033° is 213°; ERSA INTRO -7 to -9.
- (c) The 47 refers to the RWY length in 100s of feet; ERSA INTRO -7 to -9.

3. (d) ERSA INTRO – 10 paragraph 18.

4. (b) A series motor provides high torque for starting; it reverts to a conventional DC generator after starting.

5. (a) AIP ENR 1.1 – 22 paragraph 11.5.5 b(2).

6. (c) AIP ENR 1.1 - 100 paragraph 79.1.

7. (b) Alternator/rectifier type DG generators require some battery power for initial field excitation; sufficient battery power may not be available if the alternator has been switched off for some time.

8. (b) AIP ENR 1.7 – 2 paragraph 4.1.1

9. (d) An alternative induction air source is provided, usually unfiltered and from within the engine nacelle in the event of blockage of the main source.