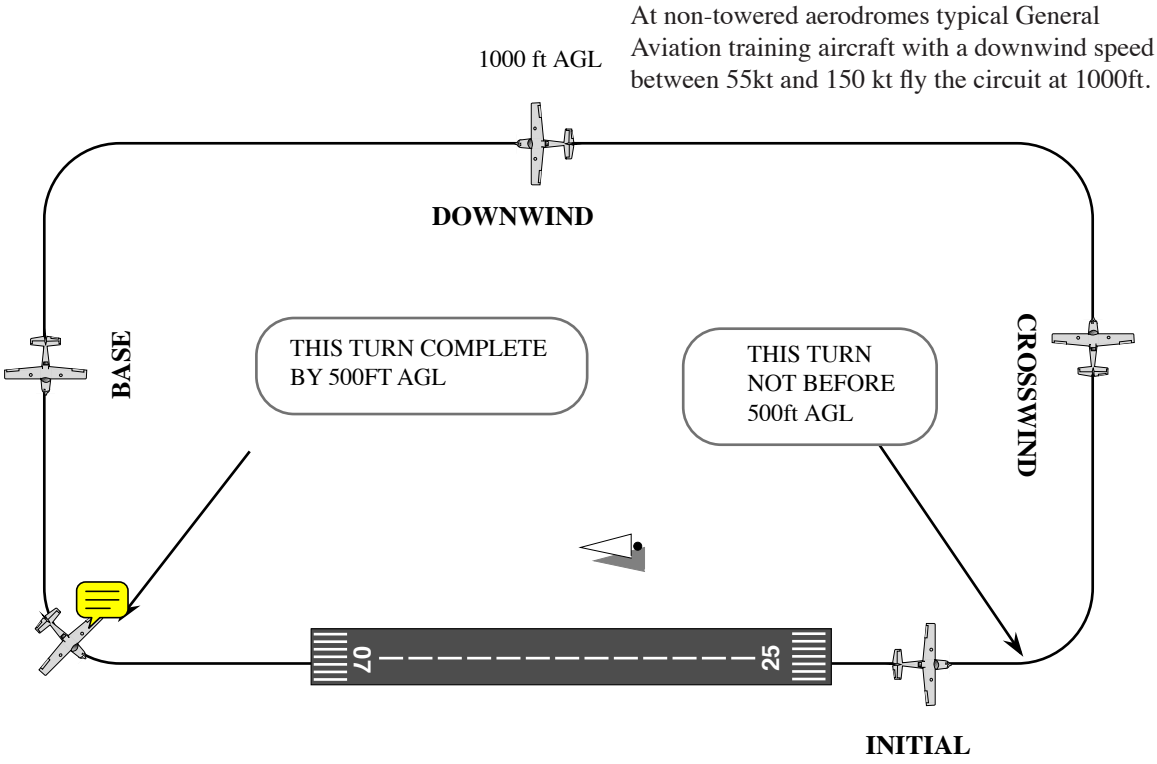
| Question No 4 | Answer | Reference |
|---|---|---|
| What are the legs of a circuit and in what direction and at what height should a circuit be flown? | See diagram below.<br>Unless otherwise indicated in ERSA all turns should be to the left and, at non-towered aerodromes general aviation training type aircraft should fly the downwind leg at 1000 ft AGL. | *AIP ENR 1.1 para 57.1.1*<br>*AIP ENR 1.1 para 57.3.1*<br><br>*(ATC AU-717 para 6.2.1 & 6.2.3)* |

Circuit Direction
Left-hand circuits must normally be made. Right-hand circuit requirements are listed in ERSA.

At non-towered aerodromes an aircraft is permitted, however, to excute a turn opposite to the circuit direction on to course if:
(a) it has climbed straight ahead to 5000ft above circuit height: and
(b) has passed the departure end of the runway.

Circuit Height
By convention, the following circuit heights are flown:
(a) jets, turbo-props, and others with a speed greater than 150kt.....1,500ft AGL
(b) other aircraft with a speed between 55kt and 150kt.....1,000ft AGL and
(c) helicopters and ultra-lights with a speed of 55kt or less.....500ft AGL

Circuit heights for aerodromes which have specific requirements are published in ERSA.



**Question No 15** *AIP ENR 1.2 para 1.2.2 (ATC AU-504 para 4.2)*
Select the conditions which the pilot must maintain when a Special VFR [SVFR] clearance to enter a Class D CTR is issued.

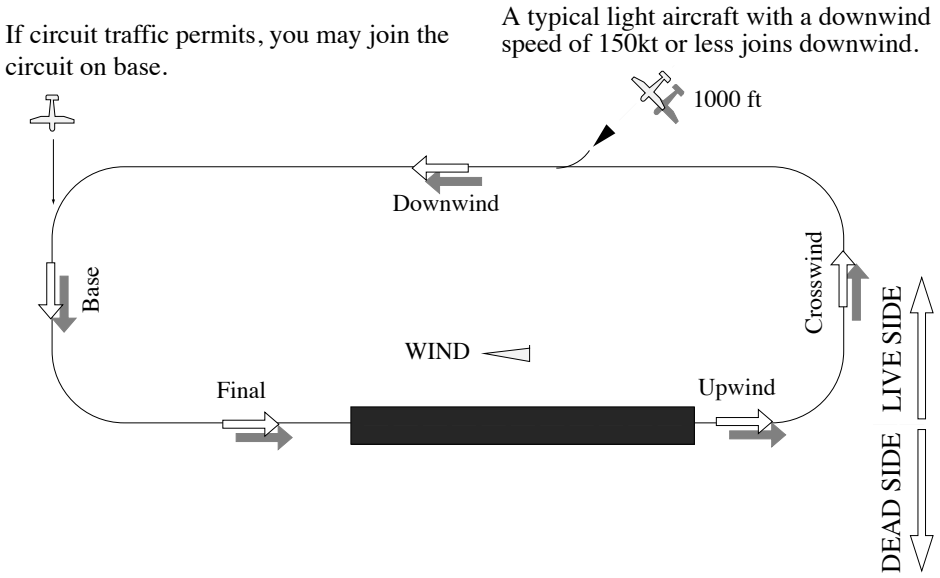
[a] clear of cloud and 5000m visibility.
[b] 1500m from cloud and 1600m visibility
[c] clear of cloud and 1600m visibility
[d] 1000ft vertically from cloud and 3000m visibility.

**Question No 16** *AIP ENR 1.14 para 4.1.1 [i] (ATC AU-1303 para 4.1.1[2])*
During take-off from a licenced aerodrome your aircraft suffered a bird strike to the windscreen. The aircraft suffered no damage as a result of the collision. As pilot in command you should.

[a] report the incident immediately by phone and follow up with a written report within 72 hours.
[b] not make an immediate report but make a written report within 72 hours.
[c] report the incident immediately by phone and follow up with a written report within 48 hours.
[d] make no report if no damage was done to the aircraft.

Answers to Air Law Questions

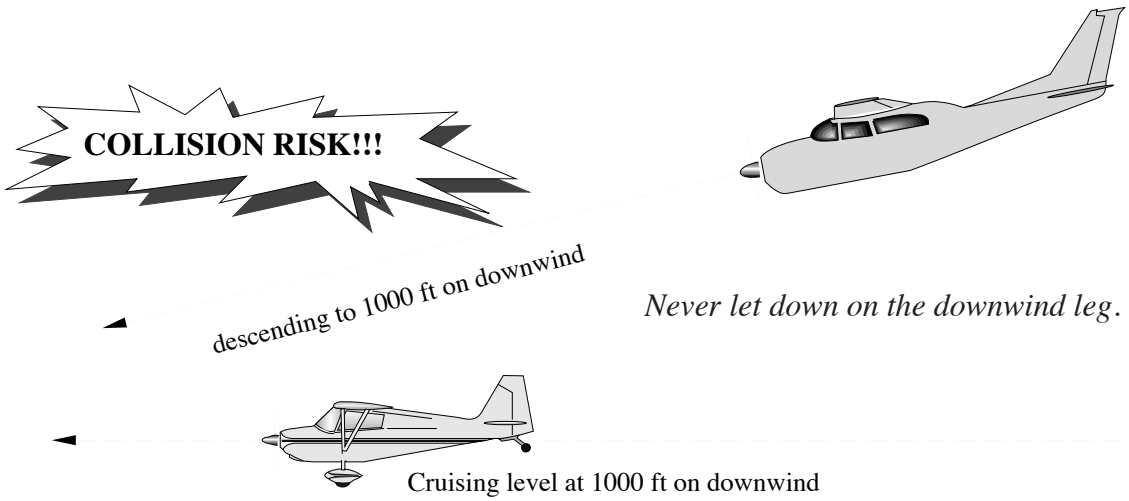
1[a] 2[b] 3[c] 4[b] 5[c] 6[b] 7[d] 8[a] 9[c] 10[c] 11[c] 12[c]
13[b] 14 [d] 15 [c] 16 [b]




For the purpose of this discussion let's assume we are flying a typical general aviation training aircraft with a speed somewhere between 55kt and 150kt. The circuit height prescribed for aircraft of this performance is 1000ft.

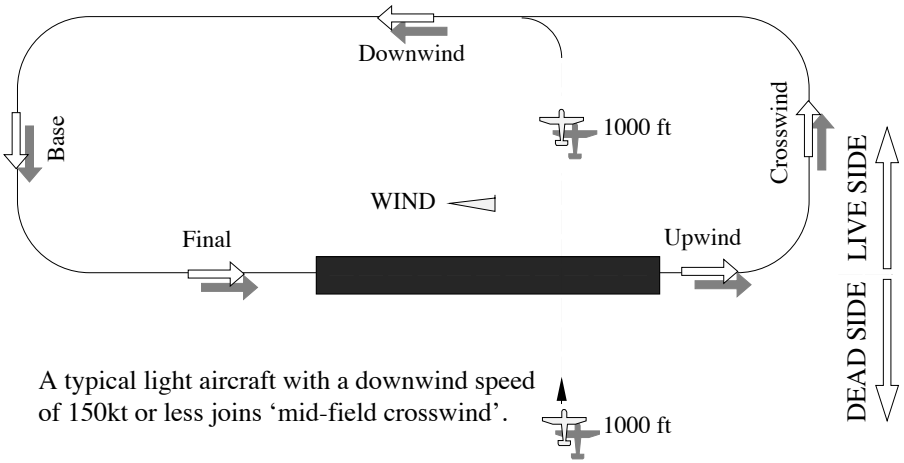
The circuit joining procedure varies according to the direction from which the arriving aircraft approaches the aerodrome. An aircraft approaching from the live side should manoeuvre as required to join the circuit at 45° to the downwind leg, intercepting the downwind leg at the midfield position [see diagram above]. Alternatively, a pilot may join on an extended base leg providing he/she is satisfied that there will not be conflict with traffic already established in the circuit. In both cases [downwind or base], a broadcast should be made on the CTAF prior to joining the circuit.

The descent should be planned so as to reach 1000ft *before entering the downwind or base leg*. An aircraft that is still descending while flying the downwind or base leg has little chance of sighting a slower aircraft ahead at circuit height. The risk of collision is greatly increased.



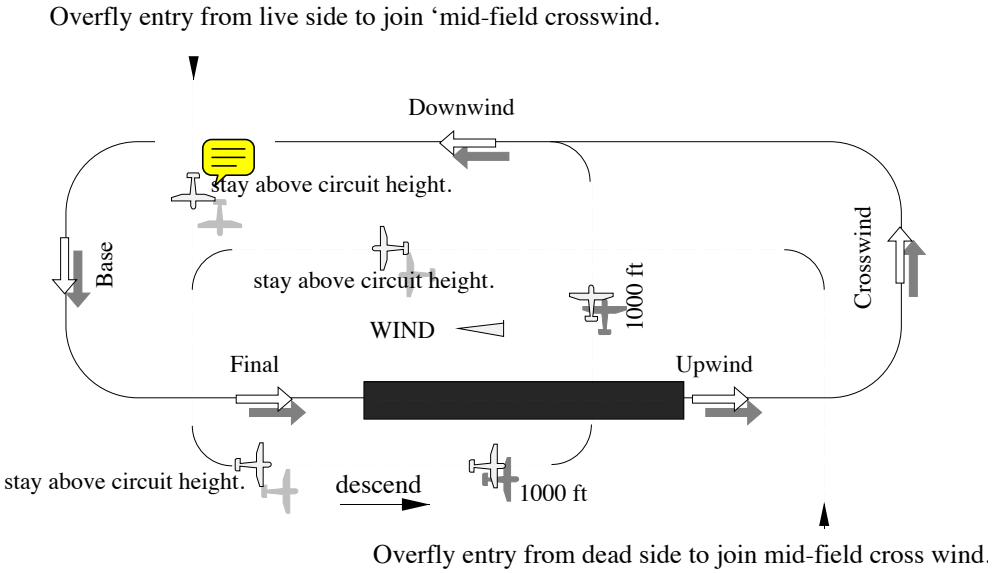

Aircraft entering 45° downwind or base must give way to aircraft already established in the circuit.

Aircraft approaching the aerodrome from the dead side [see diagram below], manoeuvre as required to cross the runway at right angles somewhere between the centre and the upwind threshold. These aircraft should descend to 1000ft before crossing to the live side to max-imise the chance of sighting other aircraft in the circuit. This joining procedure is known as 'mid-field crosswind'.




Aircraft joining mid-field crosswind should give way to aircraft already established in the circuit and to aircraft joining 45° downwind.

On some occasions it may not be possible for an approaching aircraft to be certain of the wind direction and the runway in use. Attempting to join directly on the downwind or mid-field crosswind legs could cause some drama if the actual circuit direction is opposite to that on which the pilot is baseing his procedure. On these occasions it would be wise to overfly at a level at least 500ft above circuit height to check the wind direction and determine the active runway [see diagram below].




After the circuit direction has been determined, descent to 1000ft is made on the dead side of the circuit and a mid-field crosswind circuit join is flown.

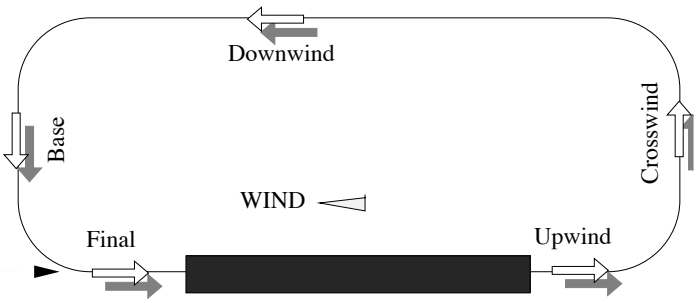
**Straight-in approach.** Providing the circuit direction has been established in advance, you may carry out a straight-in approach to the active runway at any certified aerodrome. If this procedure is to be used you should announce your intention to carry out a straight-in approach before 10nm. You should track to establish your aircraft on the extended centreline of the runway by 3nm and commence the straight-in approach from that point. You should also broadcast your position along with your intentions on the CTAF frequency at 3nm.

A straight-in approach - Aircraft must:-

Announce intentions by 10nm.

Be established on final approach track by 3nm.

Give a radio call at 3nm. .



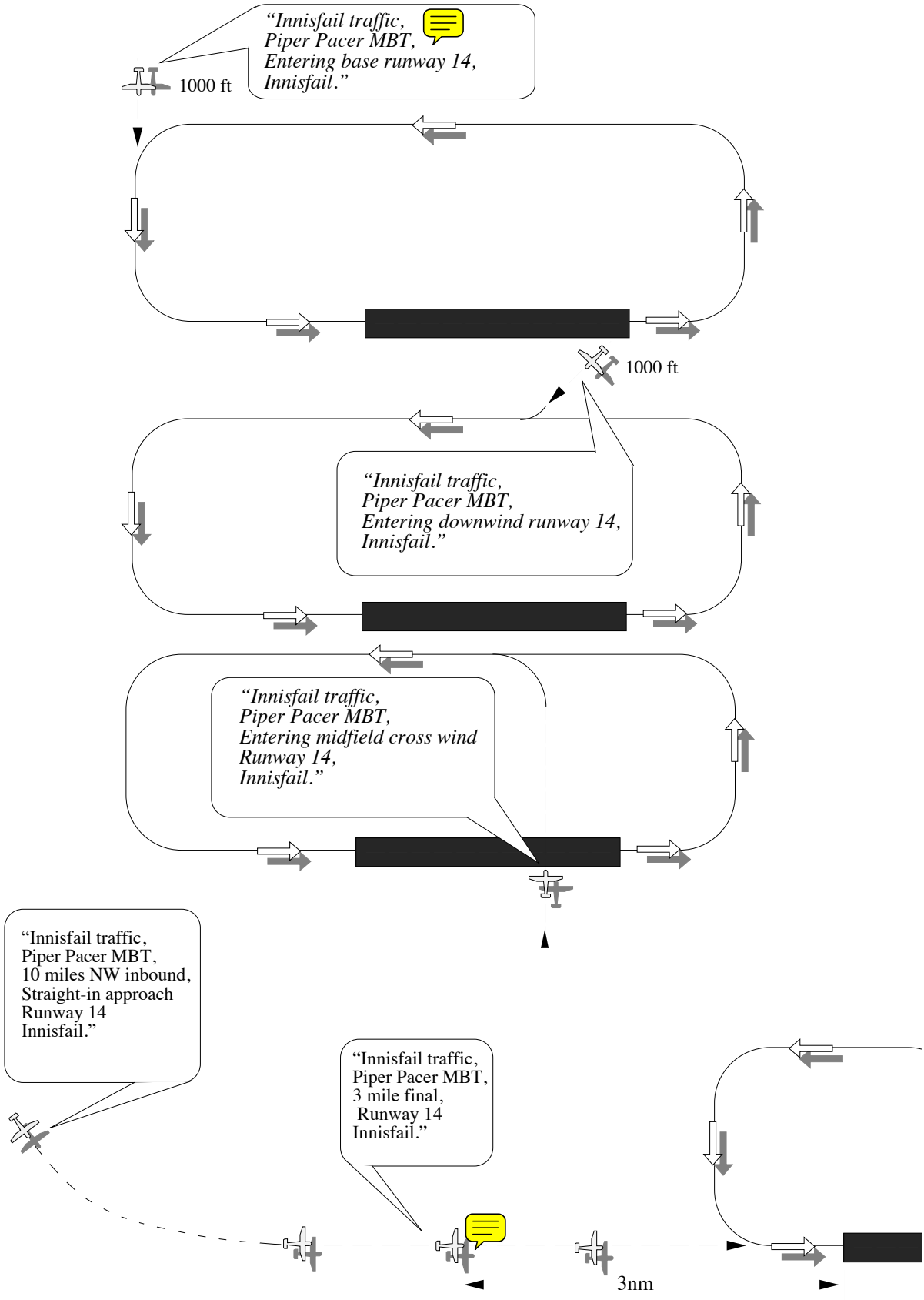

Aircraft carrying out a straight-in approach should give way to all aircraft established in the circuit.

**CIRCUIT HEIGHTS.** The height at which the downwind leg of the circuit should be flown depends upon the speed of the aircraft.

> *Jets, Turbo-prop and high performance single engine aircraft with a downwind speed greater than 150kt fly the circuit at* ***1500ft AGL.***
>
> *Typical general aviation aircraft with a downwind speed of between 55kt and 150kt fly the circuit at* ***1000ft AGL.***
>
> *Helicopters and ultra-lights with a maximum speed of 55kt or less fly the circuit at* ***500ft AGL.***

**RADIO BROADCASTS.** Part and parcel of the circuit joining procedures is the use of radio at key points to alert other circuit traffic to your current position and intentions. Radio broadcasts should commence with the name of the aerodrome at which you are operating followed by the word 'traffic', then your aircraft type and callsign, your position and intentions then finishing with the name of the aerodrome again.

> *[Location]* Traffic
>
> *[Aircraft Type]*
>
> *[Call sign]*
>
> *[Position/Intentions]*
>
> *[Location]*

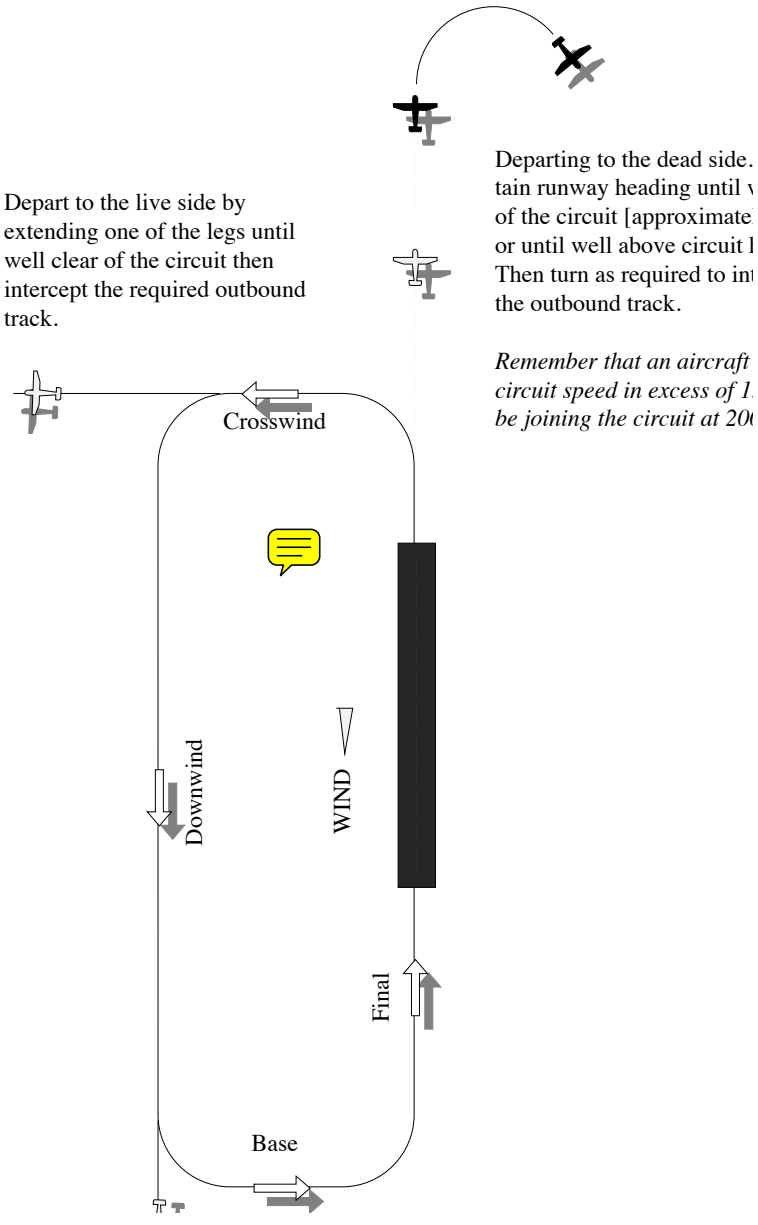



Similar radio calls should be given by circuit traffic when turning base with intentions [eg 'full stop' or 'touch and go']. Calls should also be made at any other point in the circuit when considered necessary due to conflicting traffic.

**DEPARTURE FROM A NON-TOWERED AERODROME.** When departing a non-towered aerodrome, a broadcast should be made on the CTAF before entering and/or backtracking a runway, nominating the runway to be used and the direction of the departure track.

When departing to the live side, maintain runway heading until past the upwind threshold and at circuit height. Turn 45° into the circuit and maintain that track until clear of the circuit, then turn as required to intercept the departure track. If the departure track is less than 45° from the runway heading, turn onto the departure track directly.

If departing contrary to the circuit direction maintain runway heading until 500ft above circuit height, then turn to intercept the departure track. When departing contrary to the circuit direction make a broadcast on the CTAF when making the turn off runway heading. This broadcast should include advice that you are departing the circuit, the departure runway, the direction of turn and the direction of the departure track.



*See AIP ENR 1.4 page 8 & 9*

**SUMMARY OF AIRSPACE REQUIREMENTS FOR VFR FLIGHTS.**

| | CLASS A | CLASS C | CLASS D | CLASS E | CLASS G |
|---|---|---|---|---|---|
| Airways clearance required? | **VFR not permitted** | **YES** | **YES** | **NO** | **NO** |
| Continuous two-way VHF radio required? | **VFR not permitted** | **YES** | **YES** | **YES** | **YES - if: above 5000ft or in a CTAF or in reduced VMC** |
| Controller provides separation? | **VFR not permitted** | **YES VFR from IFR** | **No separation for VFR flights unless 'special VFR'** | **No separation for VFR flights** | **No separation for any flights** |
| Services provided by air traffic control? | **VFR not permitted** | **Air Traffic Control service provides positive separation from IFR flights.**<br><br>**Traffic information service provided for separation from other VFR flights**<br><br>**[and traffic avoidance advice on request]** | **Air Traffic Control service provided.**<br><br>**VFR flights get traffic information only on IFR and VFR flights** | **Radar information service provided on request to VFR flights** | **Flight Information Service and Flight Watch available.** |

**Try these questions on airspace classification and procedures.** **[Answers on Page 2.29]**

*Read AIP ENR 1.4 para 1.1 to para 4.7.2*
*(ATC AU-201 para 1.1 to 7.1)*

**Question No 1**
Select the class of controlled airspace in which VFR aircraft may operate without an airways clearance-

[a] Class A
[b] Class D
[c] Class C
[d] Class E

**Question No 2**
Select the class of controlled airspace in which VFR aircraft are never permitted to operate-

[a] Class A
[b] Class D
[c] Class C
[d] Class E

**Question No 3**
When operating in Class E airspace, a VFR pilot should set the transponder to-

[a] Stand-by mode and select code 1200.
[b] On/Alt mode and select the transponder to 1200
[c] Stand-by mode and select the discrete code issued by ATC
[d] On/Alt mode and select the discrete code issued by ATC

**Question No 4**
As a VFR flight operating in Class E airspace you can expect ATC to provide-

[a] separation from other VFR aircraft
[b] separation from all IFR aircraft
[c] traffic information on all flights in your vicinity
[d] traffic information on request

**Question No 5**
A VFR flight operating on Class C airspace will be provided with-

[a] separation from IFR flights and traffic information on other VFR flights
[b] traffic information on IFR flights and separation from other VFR flights
[c] separation from both IFR and VFR flights
[d] traffic information only on both IFR and VFR flights

**Question No 6**
Select the class of airspace in which special VFR [SVFR] flight is not permitted-

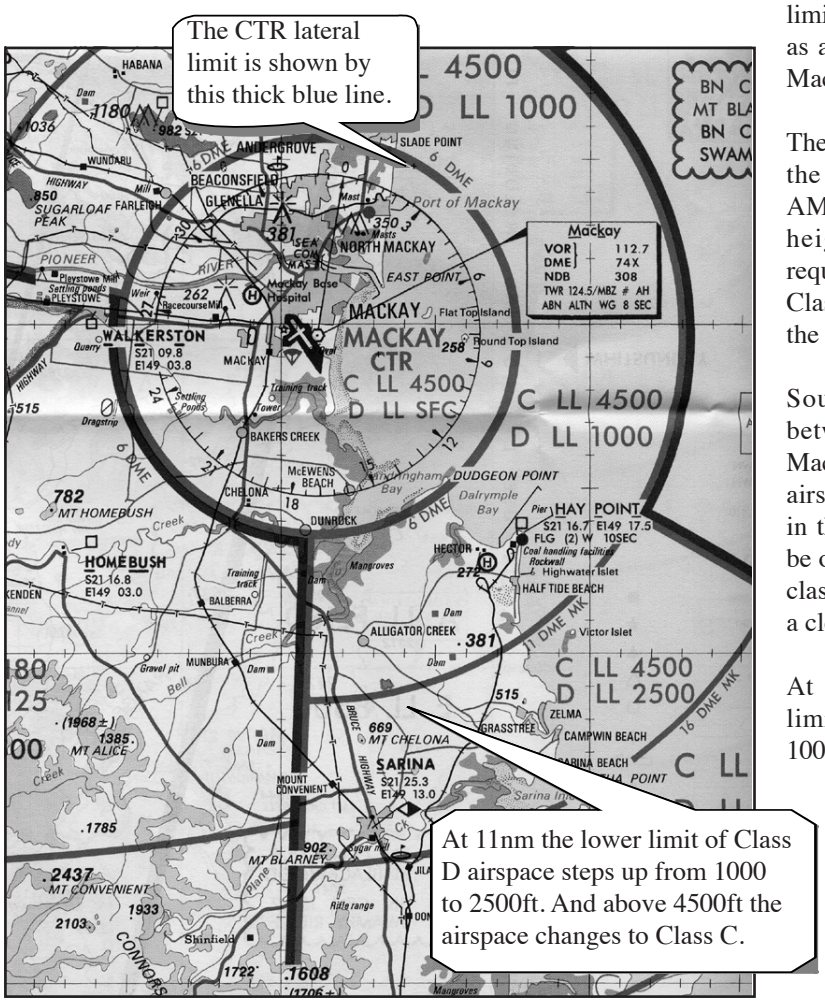
[a] Class C
[b] Class E and Class G
[c] Class D
[d] Class D and Class G

**PROCEDURES IN CLASS D AIRSPACE.**

The main difference between Class D airspace and other types of controlled airspace is that in Class D airspace the control service is provided without the use of radar. The controller issues instructions to pilots and trusts that those instructions are being complied with. This is known as 'procedural separation'.

Although some Class D towers have radar monitors to assist, the controller does not use radar as a *means* of achieving separation.

Class D airspace consists of a control traffic region [CTR] which extends laterally, usually up to 6 or 8 nautical miles from a regional aerodrome. The CTR then extends vertically, usually up to 4500ft. Both the lateral and vertical limits of the CTR vary with location and are shown on the relevant VTC. Class C controlled airspace usually sits above the Class D CTR. Consider the example given below.




The Mackay VTC shows the lateral limits of the Mackay CTR [control zone] as a thick blue line at 6nm around the Mackay aerodrome.

The Class D control zone extends from the surface to an altitude of 4500 ft AMSL. Any aircraft operating at any height inside this boundary would require an airways clearance since the Class D controlled airspace extends all the way to the ground.

South of the Mackay control zone between the 6 and 11nm arcs from Mackay, the lower limit of the Class D airspace is 1000 ft. Aircraft operating in this area at or below 1000 ft would be outside the controlled traffic area [in class G airspace] and would not require a clearance.

At 11nm South of Mackay the lower limit of Class D CTA steps up from 1000ft to 2500ft. Aircraft in this region at or below 2500ft would not require a clearance. Note that at 4500ft the airspace changes from Class D to Class C. Aircraft operating within the lateral boundary of CTA and above 4500ft, would require a transponder since all Class C airspace is radar controlled.

*[Read AIP ENR 1.4- para 1.1 to 1.5] ATC AU-201 para 1.1 to 1.5)*

**Entry Points.** Aircraft wishing to enter the Class D CTR are advised to track via one of the VFR approach points, marked on the VTC with a half-shaded diamond [See **'SARINA'** in the above illustration]. Entry from any other direction is permitted, however the controller may [is likely to] direct aircraft coming in from other directions to divert and track via one of the approach points. The VFR approach points are selected because they are prominent landmarks which will assist VFR navigation and help ATC maintain an orderly flow of traffic. In some cases they also help to keep aircraft away from nearby Class C airspace or restricted areas.

The maximum indicated airspeed permitted when operating in Class D airspace is 200kt.

**Clearances.** You must obtain a clearance before entering a Class D CTR [also called a Class D control zone]. You should call the tower approaching the VFR approach point, or at 10nm if you intend to enter via another route. Your inbound call should include:

* aircraft call sign
* aircraft type
* position
* level
* receipt of the ATIS code
* intentions [for example 'inbound' or 'transiting']

On receipt of your inbound call, ATC may simply acknowledge with your call sign. This acknowledgement may be taken as a clearance to enter the Class D CTR. At some point [usually along with the acknowledgement] ATC will give further instructions such as 'join crosswind/downwind/base', 'overfly' or 'report at'. Note that neither you nor ATC need to use the phrase 'airways clearance'.

When operating within the Class D control zone specific individual clearances are required to:

* taxi
* take-off or land
* enter, cross or taxi along any runway
* turn in a direction opposite to the normal circuit direction
* fly a circuit at a height other than 1000ft AGL.

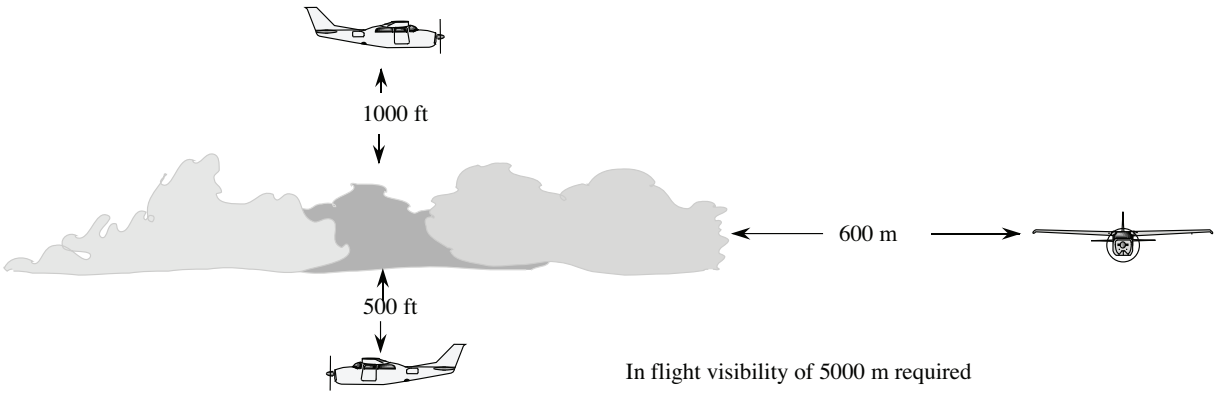
You must read back any clearance in full.

When operating within a Class D control zone you must sight and maintain separation from other aircraft, comply with all ATC instructions, advise ATC if you find that you are unable to comply with any instruction and advise ATC if you are unable to see, or have lost sight of other aircraft which have been given as traffic.

**VMC criteria in Class D airspace.** VFR operations in a Class D CTR are restricted to the following conditions:

* in flight visibility of not less than 5000m
* horizontal distance from cloud not less than 600m
* vertical distance from cloud 1000ft above and 500ft below

TO MAINTAIN VMC IN CLASS D YOU MUST BE 1000' ABOVE OR 500' BELOW CLOUD
AND 600m HORIZONTALLY FROM CLOUD AT YOUR LEVEL .

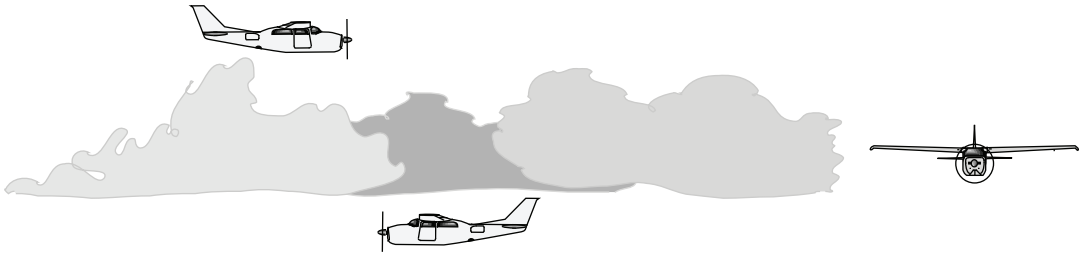



In flight visibility of 5000 m required

**Special VFR.** Under some circumstances it may not be possible to operate with the above separation from cloud standards. For example overlying Class C airspace may make it impossible to maintain 1000ft vertical separation from cloud without penetrating the Class C lower limit. Also 500ft below cloud may make it impossible to also maintain 500ft separation from terrain.

Under these circumstances, the pilot may request a 'special VFR' clearance. If granted, this will allow the aircraft to operate with reduced separation from cloud and visibility requirements while within the Class D CTR. The requirements to allow 'special VFR' operations are to remain clear of cloud [with no specific separation distance required], and to maintain an in-flight visibility of not less than 1600m [about 1nm].

SPECIAL VFR IN CLASS D YOU MUST BE CLEAR OF CLOUD



In flight visibility of 1600 m required

**Provision of separation.** For aircraft operating within Class D airspace, ATC will provide positive separation for all IFR and special VFR flights. Normal VFR flights will receive traffic information only and the responsibility for separation from all other aircraft rests with the pilot. This includes separation from the wake turbulence gererated by preceding heavy aircraft.

**Surface movement control.** The 'ground' controller at a Class D CTR oversees all ground operations. Before commencing to taxi, you must make contact with the ground controller and obtain a clearance to taxi. Your request should include:

* call sign
* your location on the aerodrome
* intentions [for circuits, for departure north/south/east/west]
* dual or solo [if a training flight]
* receipt of ATIS code
* request taxi

A clearance to taxi includes approval to enter a run-up bay and conduct pre-takeoff checks, however it DOES NOT include approval to cross or taxi along any runway - that always requires a specific clearance.

When pre-takeoff checks are complete, you should taxi to the holding point of the designated runway, change to the tower frequency and report 'ready' along with the runway identifier. e.g. "Mike Bravo Tango, ready runway one zero left".

After landing, you should vacate the runway at the first available taxiway. If the runway you have landed on intersects another runway, you may cross that runway without further clearance. However you must not re-enter or taxi along any runway without specific clearance from SMC.

**Circuit operations.** If the tower includes a reqirement to follow a preceding aircraft with your take-off clearance, you must sight and follow that aircraft, maintaining separation by extending a leg of the circuit or slowing down if necessary. Unless otherwise instructed by the tower, you should report when starting the downwind leg of the circuit giving your call sign and your intentions [touch and go or full stop]. If you intend to fly a non-standard circuit such as a glide approach, that should be included in your downwind call.

If at any stage you lose sight of an aircraft you have been sequenced to follow, or if you find that for any reason you are unable to maintain separation from another aircraft, you must advise the tower immediately.

**Departing a Class D CTR.** A VFR aircraft leaving a Class D CTR into Class G airspace should do so by extending one of the legs of the normal circuit pattern until well clear of the circuit, then tracking well clear of any VFR approach points. A VFR aircraft need not make a departure call after take-off and the pilot may change to the appropriate area frequency at his/her discretion.

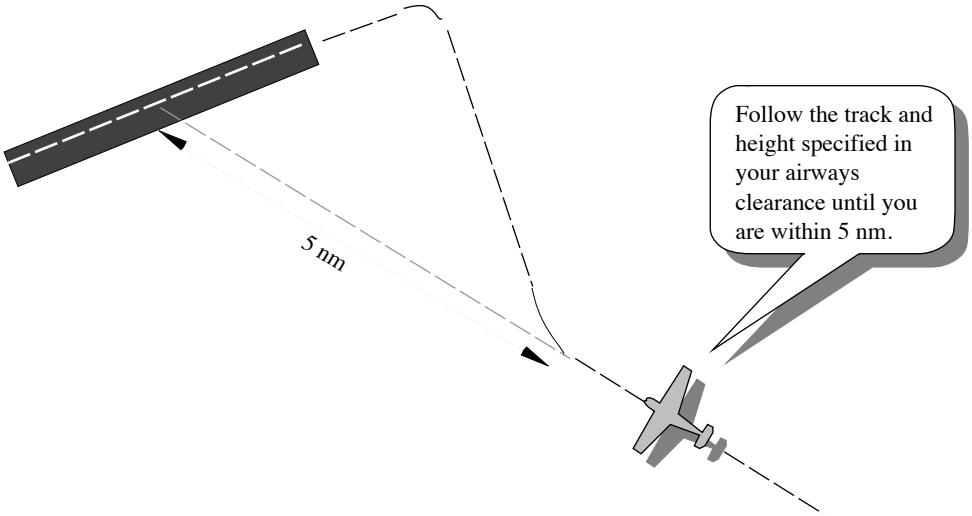
If departing into the overlying Class C airspace, a clearance will be given by the tower.

**Operations in the vacinity of Class D CTRs.** If you are operating in the vicinity [usually understood to be withing 5nm] of a Class D CTR boundary, you should monitor the tower frequency and the ATIS to be aware of the likely traffic flow into and out of the Class D airspace.

## PROCEDURES IN CIVIL AND MILITARY CONTROLLED AIRSPACE

| | |
|---|---|
| No aircraft may operate in controlled airspace without a clearance.<br><br>**START CLEARANCE:** In some controlled aerodromes you must obtain a clearance to start up. This requirement will be found in the ERSA or may be included as part of the ATIS. | *Read*<br>*AIP ENR 1.1 para 3.1 & 3.2 & para 4.1*<br>*(ATC AU-801 para 2.1.1 & 2.1.2 & ATC AU-701 para 1.2.1 )*<br>*ERSA* |
| **TAXI CLEARANCE:** In a primary control zone you must obtain a clearance to taxi from your parking position to the runway holding point. A separate clearance is required during the taxi to cross any runway. | *Read*<br>*AIP ENR 1.1 para 4.2 to 4.3*<br>*(ATC AU-701 para 1.2.2 to 1.2.3)* |
| **TAKE-OFF CLEARANCE:** You must not commence a take-off unless you have received and acknowledged a specific clearance to do so. | *AIP ENR 1.1 para 5.4*<br>*(ATC AU-702 para 1.4.4)* |
| **LANDING CLEARANCE:** You must not land unless your have received and acknowledged a specific clearance to do so. | *AIP ENR 1.1 para 13.4*<br>*(ATC AU-708 para 1.11.4)* |
| **AIRWAYS CLEARANCE:** You must obtain an airways clearance before you depart or enter controlled airspace. On departure, an airways clearance is normally obtained before take-off. An airways clearance must always be obtained before you enter controlled airspace. | *AIP ENR 1.1 para 3.19*<br>*(ATC AU-802 para 2.2)* |

| | |
|---|---|
| **CLEARANCE LIMIT:** Sometimes the clearance issued for your entry or departure into controlled airspace may include the words 'clearance limit'. For VFR aircraft this limit will often be an easily recognised feature such as the crossing of a major road or river etc. In this case you may operate in controlled airspace along the track and at the height specified in your clearance but you must not continue beyond the clearance limit until you have received another clearance to proceed. | *AIP ENR 1.1 para 3.19.5*<br><br>*(ATC AU-802 para 2.2.5)* |
| **VISUAL APPROACH:** As you approach a controlled airport you will be following the track and height specified in your latest clearance. At some point the requirement to maintain this specific track and height will be lifted to allow you to manoeuvre to join the circuit for a landing. The controller will use the phrase 'make visual approach'.<br><br>When you are cleared for a visual approach you must maintain the last track and height specified in your clearance until you are within 5 nm of the aerodrome. You may then leave that track and height as required [without further clearance] to manoeuvre for landing. | *Read*<br>*AIP ENR 1.1 para 11.5.1*<br><br>*(ATC AU-706 para 1.9.5)* |




**READBACK REQUIREMENTS FOR AIRWAYS CLEARANCES.**

*Read AIP GEN 3.4 para 4.4 & para 4.5*

*ATC AU-912 para 6.3 & 6.4)*

It is very important to ensure that you correctly hear the critical elements of your airways clearance - especially when operating in controlled airspace without radar. You must readback to the controller the following items.

* any assigned level
* any tracking point/s
* any item prefixed by the word 'amended' or 're-cleared'
* any heading including the direction of turn
* any requirement or restriction
* any transponder mode or code setting assigned
* any clearance limit imposed or cancellation

## THE RADAR ENVIRONMENT

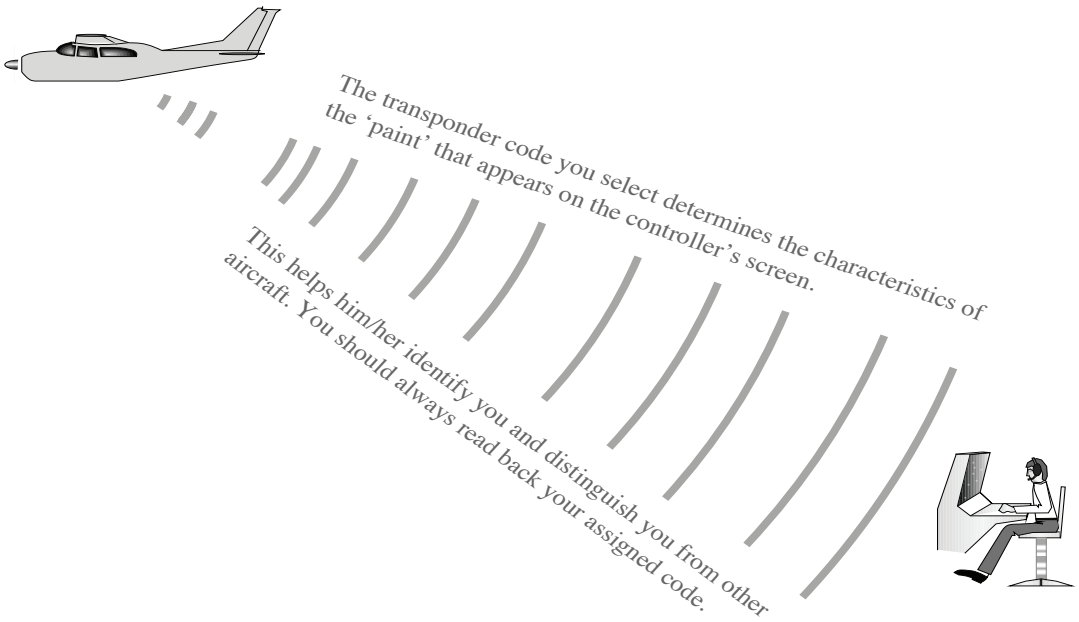
Much of the controlled airspace in Australia is subject to radar procedures. During the second world war radar relied mainly on the 'echo' of radio pulses as they bounced off target aeroplanes back to the transmitting station.

Since many of these aircraft were flying directly to or from the radar station, they presented their smallest frontal area to the transmitter and the echoed returns were very weak and difficult to detect.

Modern radar uses airborne transponders which send back a powerful coded signal to the ground station whenever they are interrogated. This means that a Cessna 152 presents a return which is just as strong as that of a 747! The transponder return appears on the radar screen as a 'paint'.

The pilot can alter the characteristics of his/her paint by selecting various codes on the transponder. Aircraft operating in a radar environment are assigned a transponder code by the controller to assist in identification. The pilot should always read back any assigned transponder code.

Aircraft departing in a radar environment will normally be assigned a transponder code prior to take-off. Arriving aircraft will normally be assigned a transponder code before they enter controlled airspace.




**READ AIP ENR 1.6 para 7.1 to 7.2.3**
**(ATC AU-1003 para 8.1 to 8.2.3)**

**Question No 8** *AIP ENR 1.1 para 67.2.2 (ACT AU-720 para 6.9.2.2)*
If you are a SARTIME aircraft, ATS will

[a] provide you with traffic information
[b] provide you with separation from other aircraft
[c] request regular position reports while you are in controlled airspace
[d] cancel your SARTIME when you request it

**Question No 9** *AIP ENR 1.1 para 27.1.1 (ACT AU-711 para 4.4.6.1.1)*
Which of the following clearances is required when operating at a Class D aerodrome?

[a] take-off clearance
[b] landing clearance
[c] clearance to cross or taxi along any runway
[d] all of the above

**Question No 10**
The following information is displayed on your maintenance release:

Expires 30/7/2005 or 2550 TTIS [Total Time in Service].
Aircraft TTIS at time of issue 2450.
Maintenance required - propeller overhaul 2490.
TTIS at the daily inspection on 8/6/2005 2460.
The hours of operation available at the time of the daily inspection on 8/6/2005 are -

[a] 100 hours
[b] 50 hours
[c] 70 hours
[d] 30 hours

**Question No 11**
The hours of activaton of D456 are: *ERSA PRD-8 & ERSA INTRO-9*

[a] from 6.00 am to 6.00 pm every day
[b] from sunset to sunrise on week days
[c] from sunrise to sunset on week days and Saturdays
[d] from sunset to sunrise every day
[e] from sunrise to sunset every day

**Question No 12**
The hours of activaton of D526 are: *ERSA PRD-8 & ERSA INTRO-9*

[a] from 6.00 am to 6.00 pm every day
[b] from sunrise to sunset on week days
[c] from sunrise to sunset on Saturdays
[d] from sunset to sunrise Monday to Saturday
[e] from sunrise to sunset every day except Sunday

*ANSWERS*

*1 [d] 2 [a] 3 [a] 4 [b] 5 [d] 6 [b] 7 [d] 8 [d]*
*9 [d] 10 [d] 11 [c] 12 [e]*

**REVIEW QUESTIONS - SET 3**

**Question No 1** *AIP ENR 1.1- para 33.2 (ACT AU-713 para 4.12.2)*
Unless otherwise instructed, a downwind report to the Air Traffic Service is mandatory at

[a] all non-towered aerodromes when joining the circuit
[b] all Class D control zones when departing the zone
[c] all Class C control zones at all times
[d] all Class D control zones when flying circuits

**Question No 2** *AIP ENR 1.1 para 11.5.5 (a)2 (ACT AU-706 para 1.9.5.5 [a]2)*
When operating VFR by day and instructed by ATC to "make a visual approach", which condition applies to the descent?

[a] you must not descend below the lowest level permitted for VFR flight
[b] you must be within 5 nm and have the aerodrome in sight
[c] you must remain at least 1000 ft above the lower limit of CTA
[d] you must commence the descent within one minute of receiving the instruction

**Question No 3** *AIP ENR 1.7 para 4.1 & 1.1 para 3.2 (ACT AU-806 para 3.5.1 & AU-801 para 2.1.2)*
Which of the following applies to changes of level in controlled airspace?

[a] you should change level only when authorised to do so and within one minute of receiving the instruction
[b] you must advise ATC of any change of level that you make
[c] you must advise ATC only if the level you change to is not in accordance with the table of cruising levels
[d] you may change level providing the level change was indicated on your flight plan

**Question No 4** *AIP ENR 1.1 para 11.5.4 (ACT AU-706 para 1.9.5.4)*
When authorised to make a visual approach by day, the earliest point at which you can deviate from your assigned route is

[a] when you first have the aerodrome in sight
[b] when you are within 5 nm of the aerodrome
[c] when you are within 15 nm of the aerodrome
[d] when inside the control zone boundary

**Question No 5** *AIP ENR 1.1 para 3.1 & ERSA EMERG 1 (ACT AU-801 para 2.1.1)*
When operating in CTA a pilot may leave an assigned level without approval if

[a] there is extreme turbulence
[b] the level assigned is not convenient
[c] the flight is VFR operation on a SARTIME
[d] VMC cannot be maintained and the radio has failed

**Question No 6** *AIP ENR 1.7 para 4.1.6 (ACT AU-806 para 3.5.1.6)*
When instructed to climb at a 'standard rate' the rate of climb employed should be

[a] 500 ft per min
[b] not less than 500 ft per min with the last 1000 ft at 500 ft per min
[c] the best climb rate for the aircraft type
[d] at 500 ft per min with the last 1000 ft not less than 500 ft per min

**Question No 7** *AIP ENR 1.4 para 6.1.1 (ACT AU-205 para 6)*
One requirement when flying in a lane of entry is that the aircraft shall

[a] remain below the upper limit of the lane
[b] request a clearance before entering the lane
[c] keep to the left of the lane
[d] keep to the right of the lane

**Question No 8** *CAO 48.1.1.2 [a]*
Yesterday was your day off. Today is 8 March and you completed a 6 hour tour of duty at 8.30 pm EST. Your next tour of duty is for 8 hr and is due to commence at 6.00 am EST. The earliest date on which you can commence this tour of duty is

[a] 9 March
[b] 10 March
[c] 11 March
[d] 12 March

**Question No 9** AIP ENR 1.1 para 33.2 *(ACT AU-713 para 4.12.2)*
Unless otherwise instructed, a downwind report is required for circuit training at

[a] all non controlled aerodromes
[b] all aerodromes designated CTAF
[c] all primary control zones
[d] all Class D CTRs

**Question No 10** *CAR 162 & 161 [2]*
During cruise you sight another aircraft at your level converging from your left. You should

[a] turn left and pass behind that aeroplane
[b] turn right
[c] dive to another level
[d] maintain your level and heading, but be prepared for evasive action

**Question No 11** *CAO 20.9.4.2.3*
Passengers may not embark or disembark from an aircraft of six seat capacity

[a] during refuelling with AVGAS
[b] during refuelling with AVTUR with anti-static additive
[c] during any refuelling operation
[d] when no earth wire is connecting the aircraft to a suitable earth point

**Question No 12** *CAO 20.16.3.15.2 [c]*
Which of the following conditions apply to the carriage of a handicapped person on a charter flight ?

[a] the person must wear a seat belt at all times during the flight
[b] the person must occupy a seat next to one of the emergency exits
[c] the person must be briefed on all safety procedures
[d] the person must be accompanied by an attendant throughout the flight

**Question No 13** *CAO 48.1.1.16*
If you have flown 26 hours in the last six days and are not limited by the maximum requirements for 30 or 365 consecutive days, the maximum hours you may fly today is

[a] 2 hours
[b] 4 hours
[c] 6 hours
[d] 8 hours

**Question No 14** *AIP ENR page 1.7-9 Table B & AIP ENR page 1.2-4* *(ACT AU-804 para 3.2 table)* *(ACT AU-504 para 3.6)*
You are cruising in class G airspace above broken cumulus cloud with tops at 4000 ft. If the magnetic track you are flying is 222°, what is the lowest appropriate level to fly VFR?

[a] A060
[b] A065
[c] A045
[d] A040

**CPL AIRLAW SAMPLE QUESTIONS - SET 2** [Answers on page 3.30].

**Question No 1** *CAR 5.82*
A private or commercial pilot is not permitted to act as pilot in command of an aircraft carrying passengers, unless his or her recent experience as pilot in command or in command under supervision includes
- [a] at least three take offs and landings within the last 90 days
- [b] a flight review within the preceding 12 months
- [c] at least 1 hr flight time in the last 30 days
- [d] a 5 hr navigational flight within the last 2 years

**Question No 2** *CAR 252A*
You have planned a flight of 70 nm in a remote area without a locator beacon. If no placard is displayed to indicate the locator beacon is not being carried, which condition applies to this flight?
- [a] the flight may proceed if the aircraft has one VHF and one HF radio
- [b] the flight may proceed if the aircraft has one VHF radio and can mainain two-way radio communication throughout
- [c] the flight may proceed if the aircraft has two VHF radios
- [d] the flight may not proceed under any circumstances

**Question No 3** *ERSA FAC Nyngan*
Refer to the ERSA. Which item relating to Nyngan is correct?
- [a] runway 01/19 is sealed
- [b] Nyngan is an uncertified aerodrome
- [c] Runway 05/23 is 5390 feet long
- [d] Nyngan has runway lights that cannot be activated by radio

**Question No 4** *AIP ENR 1.1 para 19.2.1 (b) (ACT AU-505 para 5.2.2)*
When navigating by visual reference, you should be able to
- [a] see the ground at all times
- [b] fix position at least every 30 min
- [c] fix position at least every 30 nm
- [d] fix position at least every 2 hrs

**Question No 5** *AIP ENR 1.1 para 11.5.5.a2 (ACT AU-706 para 1.9.5.5 a 2)*
When operating VFR by day and instructed by ATC to "make a visual approach", which condition applies to the descent?
- [a] you must not descend below the lowest level permitted for VFR flight.
- [b] you must be within 5nm and have the aerodrome in sight
- [c] you must remain at least 50ft above the lower limit of CTA
- [d] you must commence the descent within one minute of receiving the instruction

**Question No 6** *AIP ENR 1.1 para 27.1.1 (ACT AU-711 para 4.6.1.1)*
Which of the following specifies the clearances required in a Class D Control Zone
- [a] taxi, take off and landing clearance only
- [b] taxi and take off clearance, landing clearance and clearance to cross or taxi along any runway
- [c] airways and take off clearance only
- [d] airways, take off and landing clearance only

**Question No 7** *AIP ENR 1.1 para 57.2.1 (ACT AU-717 para 6.2.2.1)*
Another aircraft commences a take off ahead of you at a non controlled aerodrome. Your aircraft has a maximum take-off weight of more than 2000 kg. If the runway is 1000 m long, you may not commence your take off run until the other aircraft has
- [a] reached a point at least 600m from your take off point
- [b] reached a point at least 50 ft from your take off point
- [c] crossed the upwind end of the runway
- [d] reached a point at least 1800m from your take off point

**Question No 8** *CAO 20.4 para 6.1 para 6.2 [a]*

The pilot of an unpressurised aircraft shall use oxygen

[a] at all times above 10 000 ft
[b] at all times above 14 000 ft
[c] if flying above 10 000 ft for a period of more than 30 min
[d] at all times above 12 000 ft

**Question No 9** *CAO 20.11.5.1.1[b] 20.11.5.2.1..1 [b]*

If a multi engined aircraft with a TAS of 180 kt is to operate at a distance of 60 nm from land in no wind, the items of safety equipment that must be carried on board the aircraft are

[a] life jackets for each occupant and a life raft big enough for all occupants
[b] a life jacket for each occupant but not a life raft
[c] distress flares and a life raft
[d] a survival beacon, distress flares and a life raft

**Question No 10** *CAO 20.16.3.11.1*

Which rule applies to passengers occupying a control seat in a dual controlled aircraft?

[a] passengers may not be carried in a control seat
[b] passengers may be carried in a control seat if the controls are removed
[c] passengers may be carried in a control seat providing there is adequate communication possible between the pilot and that passenger

**Question No 11** *AIP ENR 1.2 para 1.2.2 (ACT AU-503 para 3.2)*

You have requested and been issued with an SVFR clearance at 4500ft in Class D airspace. To comply with the terms of this clearance you must maintain a separation from cloud and visibility of-

[a] 1000ft vertically and 1500m horizontally with 3000m visibility
[b] clear of cloud with 5000m visibility
[c] 1000ft vertically and 1500m horizontally with 5000m visibility
[d] clear of cloud with 1600m visibility

**Question No 12** *ERSA EMERG 6 4.4*

In the event of a forced landing where no injuries occur, when should a locator beacon be switched on if you are away from a frequently used jet route?

[a] immediately
[b] every 30 min
[c] once every hour
[d] when the SARTIME has expired

**Question No 13** *CAR 162*

If a glider and an aeroplane are approaching head on, which is the correct action for each pilot to take?

[a] the glider should maintain heading and the aeroplane should give way
[b] each aircraft should alter heading to the right
[c] the glider should maintain both height and heading and the aeroplane should avoid it
[d] both aircraft should alter heading to the left

**Question No 14** *AIP ENR page 1.7-9 Table B & ENR page 1.2-2 (ACT AU-804 para 3.2 table & AU-501 para 3)*

You are cruising above broken cumulus cloud with tops at 5000 ft. If the magnetic track you are flying is 245°, what is the lowest appropriate level to fly VFR?

[a] A060 [b] A065
[c] A045 [d] A040

**Question No 15** *AIP ENR 1.1 para 57.3.1 (ACT AU-718 para 6.6.1)*

At a non-towered aerodrome, a general aviation twin-engined aircraft with a circuit speed of 140kt IAS, should fly the downwind leg at-

[a] 1000ft AGL [b] 1500ft AGL
[c] 500ft AGL [d] 1500ft AMSL

**Question No 16** *AIP ENR 1.5 para 14.3 (ACT AU-307 para 4.3)*
A double white cross placed next to the primary wind indicator indicates that
- [a] confine operations to sealed surfaces
- [b] gliding is in progress
- [c] the aerodrome is unserviceable
- [d] the wind indicator is unserviceable

**Question No 17** *AIP ENR page 1.7-5 FIG 1 (ACT AU-502 Figure)*
The area QNH should be used as a cruise altimeter setting
- [a] always
- [b] when instructed by ATS
- [c] when the local QNH of a station within 100 nm is not available
- [d] when the area QNH is less than the local QNH of the departure aerodrome

**Question No 18** *AIP ENR 1.7 para 4.1.1 & ENR 1.1 para 3.1 ( ACT AU-806 para 3.5.1.1 & ACT AU-502 para 3)*
Which of the following applies to changes of level in controlled airspace?
- [a] you should change level only when authorised to do so and within one minute of receiving the instruction
- [b] you must advise ATC of any change of level that you make
- [c] you must advise ATC only if the level you change to is not in accordance with the table of cruising levels
- [d] you may change level providing the level change was indicated on your flight plan

**Question No 19** *CAR 166 1[f]*
A turn onto final approach to land at a non-towered airport shall be completed
- [a] by 500 ft AGL
- [b] no further than 500 m from the runway threshold
- [c] closer than 1500 m from the perimeter of the aerodrome
- [d] by 300 ft AGL

**Question No 20** *CAO 20.16.3 para 3.1 [c]*
Seat belts shall be worn at all times during flight by
- [a] any person occupying a control seat
- [b] the pilot and any child passengers
- [c] during flight at 600ft AGL
- [d] the pilot and any children who are sharing a passenger seat

**Question No 21** *[CAO 48.0 para 3.1]*
You commenced a period of reserve time at home at 0700LMT. You are called in to commence a tour of duty at 2000LMT. The latest LMT of the next day at which this tour of duty must be completed is
- [a] 0500LMT
- [b] 0600LMT
- [c] 0700LMT
- [d] 0800LMT

**Question No 22**
The following METAR/TTF was issued at 0300
**METAR/TTF YXXX 0300Z 08020 9999 - RASH BKN020 18/16 Q1017**
**FM04 3000 +RASH BKN010**
If your ETA at this aerodrome is 0345, which of the following operational requirements apply to your arrival?
- [a] you will require an alternate
- [b] you will require an alternate or 30 minutes holding fuel
- [c] you will require an alternate and 30 minutes holding fuel
- [d] you will not require an alternate or holding fuel

**CPL AIRLAW SAMPLE QUESTIONS - SET 3** [Answers on page 3.30].

**Question No 1** *CAR 139*
For any flight within Australia, the documents which must be carried on board the aircraft are your pilots licence and

[a] the certificate of registration and the certificate of airworthiness
[b] the maintenance release and the flight manual
[c] the maintenance release and the certificate of airworthiness
[d] the flight manual and the certificate of registration

**Question No 2** *CAO 20.11 para 5.1.1 [a]*
Which item must always be carried on a single engine aircraft during an over water flight

[a] life jackets for all occupants
[b] life raft big enough to accommodate all occupants
[c] a locator beacon
[d] distress flares

**Question No 3** *AIP ENR 1.1 para 35.2 (ACT AU-713 para 4.14.2)*
When operating within 5nm of the boundary of a Class D airport and not intending to enter the Class D control zone, you should

[a] obtain an airways clearance from the tower
[b] squawk code 1200 with ident on the transponder
[c] broadcast position, level and intentions and maintain a listening watch on the appropriate area frequency
[d] listen to the ATIS, and maintain a listening watch on the Class D tower frequency

**Question No 4** *AIP ENR 1.1 para 11.5.4 a (1) (ACT AU-706 para 1.9.5.4 a1)*
When authorised to make a visual approach by day, the earliest point at which you can deviate from your assigned route is

[a] when you first have the aerodrome in sight
[b] when within 5nm of the aerodrome
[c] when within 15nm of the aerodrome
[d] when inside the control zone boundary

**Question No 5** *AIP ENR 1.1 para 65.1 (ACT AU-719 para 6.7.1)*
At a non controlled aerodrome you should not continue an approach beyond the threshold of the runway until the preceding aircraft has

[a] landed and is at least 1000m from the threshold
[b] landed and has vacated the runway no matter how long the runway is
[c] taken off and is at least 500ft AGL

**Question No 6** *CAO 20.4 para 6.5*
Passengers of an unpressurised aircraft must be supplied with oxygen for the entire period of flight above

[a] 10 000ft
[b] 12 000ft
[c] 14 000ft
[d] 5000ft

**Question No 7** *CAO 20.11.14.1.1*
Select the item which is *not mandatory* in a pre-takeoff passenger briefing

[a] use of emergency locator beacons
[b] location of emergency exits
[c] the use and adjustment of seat belts
[d] stowage of hand luggage

**Question No 16** *ERSA Townsville. Radio Navigation and Landing Aids [Note 4] & ERSA EMERG 1.6.2*
After suffering a complete VHF radio failure during approach in CTA to Townsville you should

[a] squawk code 7700 and leave controlled airspace as soon as possible
[b] squawk ident and continue the flight as per the original plan
[c] squawk code 7600 and listen out on the VOR for voice transmitted instructions
[d] squawk code 7600 and listen out on the NDB for voice transmitted instructions

**Question No 17** *AIP ENR 1.7 para 4.1.9(a) (ACT AU-806 para 3.5.6.1)*
When instructed to climb at a 'standard rate' the rate of climb employed should be

[a] 500ft per min
[b] not less than 500ft per min with the last 1000ft at 500ft per min
[c] the best climb rate for the aircraft type
[d] at 500ft per min with the last 1000ft not less than 500ft per min

**Question No 18** *AIP ENR 1.2 para 2.1 (ACT AU-503)*
You have been cleared to cruise at 10 000ft in controlled airspace. What is the horizontal separation from cloud and visibility required to maintain VMC?

[a] clear of cloud
[b] 1500m and 5km
[c] 1500m and 8km
[d] 2000m and 10km or greater

**Question No 19** *CAO 20.16 3.4.1.*
When should a passenger wear a seat belt

[a] when occupying a control seat
[b] any time below 5000ft AMSL
[c] any time below 1000ft AGL
[d] any time while flying over water

**Question No 20** AIP ENR 1.6 para 8.1.8 [b] *(ACT AU-1003 para 8.1.8.6)*
A VFR Charter flight is about to depart a Class D aerodrome on a flight that will enter Class C CTA immediately after take-off. The time at which the transponder should be turned on and the mode selected should be -

[a] prior to taxi with ON/ALT selected.
[b] prior to take-off with ON/ALT selected.
[c] prior to taxi with STBY selected.
[d] prior to take-off with STBY selected.

**Question No 8** *ERSA PRD*
What are the hours of activation of R536B?
(a) Monday to Friday except public holidays
(b) All week days
(c) Every day except Sunday
(d) Weekends only

**Question No 9** *AIP ENR 1.1 para 19.4.8 & 19.4.9 (ATC AU-506 para 5.7 & 5.8)* *AIP ENR 1.1 para 3.1 (ATC AU-801 para 2.1.1)*
In the civil CTR a pilot may deviate from the terms of an airways clearance without prior approval if -
(a) The clearance is operationally inconvenient.
(b) Operating an NO NOTIFICATION below 5000 ft and intending to leave controlled airspace.
(c) The clearance is operationally unacceptable
(d) VMC cannot be maintained and the radio transmitter has failed.

**Question No 10** *AIP ENR 1.1 para 21.1.11 (ATC AU-717 para 6.2.3)*
Select a procedure that should be adopted by all radio equipped aircraft flying circuits at a non-towered aerodrome-
(a) Fly at 1500 ft AGL on the downwind leg.
(b) Maintain 1000 ft AGL at all times on the downwind leg.
(c) Maintain runway direction after take-off till at least 500 metres from the aerodrome perimeter.
(d) Broadcast position and intentions turning base.

**Question No 11** *CAR 172 para 4*
You wish to depart from an aerodrome in a civil CTR on a VFR flight, in weather conditions below the specified VMC minima. Under what circumstances (if any) may a clearance be available?
(a) A clearance will not be available until conditions are at least VMC.
(b) If you request a special VFR clearance from ATC
(c) If your flight was arriving at, instead of departing from, the aerodrome.
(d) If ATC offers you a special VFR clearance.

**Question No 12** *AIP ENR 1.7 para 4.1.6 [a] (ATC AU-806 para 3.5.1.6)*
An instruction to climb at 'Standard Rate' to 7000 ft AMSL means that the rate of climb should be:
(a) 1000 fpm up to 5000 ft AMSL and 500 fpm thereafter.
(b) 500 fpm or less until you reach 700 ft AMSL.
(c) Not less than 500 fpm up to 6000 ft AMSL and 500 FPM thereafter.
(d) The recommended cruise climb rate for the aircraft.

**Question No 13** *AIP ENR 1.5 para 14.1 (ATC AU-306 para 4.1)*
A steady green light directed from the tower to an aircraft on the ground means that the aircraft is
(a) To return to it's starting point on the aerodrome.
(b) Cleared to taxi provided that there is no risk of collision.
(c) Cleared take-off provided that there is no risk of collision.
(d) To taxi clear of the landing area in use.

**Question No 14** *AIP ENR 1.1 para 64.6.4 (ATC AU-718 para 6.6.4)*
You are approaching a CTAF aerodrome. You decide to make a straight in approach to the runway of intended landing. Which of the following is a requirement, which must be met while conducting this procedure?
(a) You must be able to communicate with the other aircraft on the CTAF frequency
(b) There must be no other traffic in the circuit at the aerodrome.
(c) You must broadcast your position and intentions on the CTAF at 5nm.
(d) You must only use the into wind runway for landing.

**Question No 15** *AIP ENR 1.2 para 2.6 AIP ENR 1.7 para 5 (ATC AU-504 para 3.6.8 & AU-804 para 3.2)*
The ARFOR indicates that there will be 'BROKEN' stratus with the cloud top at 3000 feet AMSL along your planned route OCTA. You plan VFR using radio navigation aids along this route. Your planned track is 085 ° (M). To maintain VMC and conform to the 'Table of Cruising Levels' what is the lowest altitude that you can plan?
(a) A030
(b) A035
(c) A050
(d) A055

**Question No 16** *CAO 48.1.1.16*
You are engaged in CHTR flying operations and in the last six days you have flown 23 hours. You are not restricted by the flight time limits for 30 or 365 consecutive days. Today you may fly for a maximum of

(a) 8 hours (b) 3 hours
(c) 7 hours (d) 2 hours

**Question No 17** *CAO 20.16.3.4.1 [3.1 (c)]*
One situation in which a passenger is required to wear a seat belt is when

(a) Flying over water (b) A passenger occupies a control seat
(c) Flying below 5000 ft AMSL (d) Flying below 1000 ft AGL

**Question No 18** *AIP ENR 1.1 para 33.2 (ATC AU-713 para 4.12.2)*
When flying circuits, a downwind report is mandatory prior to landing at an aerodrome which

(a) Is within any control zone (b) Is within a Class D control zone
(c) Is within a CTAF (d) Does not provide an ATC service

**Question No 19** *AIP ENR 1.10 para 1.1 (ATC AU-601 para 1.1)*
When must a meteorological forecast be obtained for a flight in an aircraft with a maximum take-off weight not exceeding 5700kg? A forecast must be obtained when the flight is

(a) To operate in an CTAF(R) (b) Away from the vicinity of an aerodrome
(c) To be airborne for more than 30 minutes (d) A charter flight in the vicinity of an aerodrome

**Question No 20** *AIP ENR 1.14 para 1.3.2 (ATC AU-1301 para 1.2.3)*
When shall an Air Safety Accident and Incident Report be submitted for a Routine Reportable Matter?

(a) Within 24 hours after the incident (b) Within 24 hours after the completion of the flight
(c) As soon as possible after the incident (d) Within 72 hours after the incident

**Question No 21** *AIP ENR 1.7 Diagram Page 5 (ATC AU-502 Figure)*
Assuming the QNH of the destination aerodrome is available from ATIS, it should be set on the subscale of the alitmeter

(a) Passing through 5000ft on descent (b) When the destination is in sight
(c) When entering the circuit area (d) By the top of descent

**Question No 22** *CAR 162 para 3*
An aircraft that is overtaking another aircraft shall do so by

(a) Climbing (b) Descending
(c) Altering it's heading to the right. (d) Altering it's heading to the left

**Question No 23** *AIP ENR 1.1 para 76.5 (ATC AU-814 para 9.4) CAR 258*
A pilot is planning a private flight from one island to another in a single-engine aircraft. The total distance for the flight is 45 nm but the aircraft will be beyond gliding distance from land over part of the route. Which statement is correct regarding the planning requirements for this flight?

(a) A weather forecast is not required provided the pilot studies all available weather information prior to the flight
(b) A weather forecast is not required
(c) A weather forecast is required
(d) A weather forecast is not required if the maximum take-off weight of the aircraft is less than 2000 kg

**Question No 24** *CAR 139 1 and 2*
Without specific CASA approval, which of the following documents need NOT be carried on a VFR flight from Townsville to Hamilton Island?

(a) Flight Manual (b) Maintenance Release
(c) Certificate of Registration (d) Pilot Licence and Medical Certificate

**Question No 25** *AIP ENR 1.7 para 2.3.1 (ATC AU-501 para 1.2.3)*
One method of using an altimeter to determine the local QNH at an aerodrome is to set

(a) The aerodrome elevation and read the sub-scale
(b) Zero feet and read the sub-scale
(c) 1013.2 hPa and apply a pressure and temperature correction
(d) 1013.2 hPa and apply a temperature correction

**Question No 9** *AIP ENR 1.2 para 2.3 (ATC AU-503)*
To maintain VMC when flying in CTA at 2500 ft AMSL the minimum flight visibility is -
(a) 3000 metres.
(b) 1500 metres.
(c) 8 kilometres.
(d) 5000 metres.

**Question No 10** *CAR 157 para 4 [a]*
When may a pilot elect to fly at a height lower that 500 ft above the highest obstacle or terrain?
(a) At any time when flying within a training area.
(b) Due to stress of weather.
(c) If uncertain of position.
(d) When flying along a coast line.

**Question No 11** *CAO 20.16.3.4.2*
When flying at 4000 ft above terrain, safety harnesses, or seat belts, shall be worn at all times by
(a) All persons on board the aircraft.
(b) At least one pilot crew member.
(c) Children sharing a seat.
(d) All flight crew members.

**Question No 12** *CAR 166 [f]*
The limitation imposed by CARs on turns on to the final approach is that the turn shall:
(a) Be completed by 500m from the runway threshold.
(b) Not be commenced below 500 ft AGL.
(c) Be completed by 500 ft AGL.
(d) Permit a straight-in approach of at least 1000 m from the runway threshold.

**Question No 13** *ERSA FAC and ERSA EMERG 1.6.4*
You are departing a controlled aerodrome where the Enroute Supplement indicates, Voice AVBL on NDB for EMERG transmissions. If you experience communications failure, one of the actions required is that you:
(a) Transmit intentions on the NDB frequency.
(b) Squawk code 7700 on the SSR.
(c) Listen out for instructions on the NDB frequency.
(d) Tune VHF to 121.5 Mhz and give a PAN call.

**Question No 14** *CAR 256 para 3*
Which of the following restriction applies to the consumption of alcoholic liquor by pilots?
(a) It may be consumed up to, but not within, the 8 hours immediately proceeding departure.
(b) It may not be consumed at any time.
(c) It may not be consumed in the 12 hours immediately proceeding flight departure.
(d) It may be consumed immediately prior to commencement of duty provided the capacity to act is not impaired.

**Question No 15** *CAR 157 para 4 [e]*
Under which (if any) of the following conditions is flight at a height of less than 500 feet AGL permissible without obtaining a permit from CASA?
(a) If the aircraft is in he course of taking-off or landing at an aerodrome.
(b) Flight at less than 500 feet AGL is not permissible.
(c) If the aircraft is engaged in aerial work operations.
(d) If the aircraft is engaged in flying training in a designated flying training area.

**Question No 16** *CAO 20.11.14.1*
One item which must be included in a passenger briefing prior to take-off is:
(a) A demonstration of the crash bracing position.
(b) The use and location of fire extinguishers.
(c) The use and adjustment of seat belts.
(d) A demonstration of evacuation procedures.
**Question No 17** *AIP ENR 1.5 para 14.1 (ATC AU-306 para 4.1)*

**Question No 25** *CAO 20.11.14.1.1 [c]*
An item of passenger briefing which is mandatory before all take-offs is the:
(a) Location of emergency exits.
(b) Location of fire extinguishers.
(c) Action you would take in the event of an engine failure on take-off.
(d) Position of the body in the event of a crash landing.

**Question No 26** *AIP ENR 1.2 para 2.1 and AIP ENR 1.4 para 1.1.4 (ATC AU-502 para 3.1 and ATC AU-201 para 1.1)*
A VFR flight within Australia is normally restricted to:
(a) Below 10000 feet.
(b) Below 5000 feet.
(c) Class G airspace.
(d) Other than Class A airspace.

**Question No 27** *CAR 255 para 1 [b]*
The regulation regarding smoking in aircraft states that smoking is -
(a) Prohibited below 10,000 ft.
(b) Prohibited during take-off, landing and refuelling.
(c) Permitted at any time, at the discretion of the pilot in command.
(d) Permitted at any time except refuelling.

**Question No 28** *CAO 48.1.1*
Yesterday was a rest day. Today (12 November) you finished a tour of duty of 6 hours at 2030 Local Standard Time (LST). Your next tour of duty will begin at 0615 LST and be of 8 hours duration. What is the earliest date on which you may commence this tour of duty?
(a) 13 th November.
(b) 16 th November.
(c) 15 th November.
(d) 14 th November.

**Question No 29** *AIP ENR 1.7 para 4.1 (ATC AU-806 para 3.5.1)*
Under normal circumstances, which procedure applies to changes of level when operating in controlled airspace?
(a) Changes in level may be made in accordance with levels indicated in an approved Flight Plan.
(b) Level changes must be authorised and should commence within one minute of receipt of instructions.
(c) Any change in level must be in accordance with the Table of cruising levels for operations in CTA.
(d) ATC must be advised of changes in level at least two minutes prior to climb' or descent.

**Question No 30** *AIP ENR 1.2 para 1.2.2 (ATC AU-503)*
You have been directed by ATC to fly in CTA at 10000 ft AMSL. What is the minimum horizontal separation from cloud required to maintain VMC?
(a) Clear of cloud.
(b) 2000 metres.
(c) 5000 metres.
(d) 1500 metres.

**Question No 31** *AIP ENR 1.2 para 1.2.2 (ATC AU-504 para 4.2.1.1)*
Your VFR flight is operating in a Class D CTR on a special VFR clearance. Which of the following conditions applies to this operation?
(a) You must maintain 1500 metres horizontal clearance from cloud.
(b) You must maintain 5000 metres horizontal clearance from cloud.
(c) Flight visibility must be not less than 3000 metres.
(d) You must be able to conduct the flight clear of cloud with 1600 metres visibility.

**Question No 32** *CAO 29.5 para 7.2*
A requirement for all dropping operations is that -
(a) A despatcher must be provided with a seat.
(b) There is no risk of articles falling outside of the drop site.
(c) Continuous sight of ground or water is maintained.
(d) All persons on board remain seated.