Q3 Survivors who require medical assistance may indicate this by laying out a visual ground to air signal in the form of a cross as large as possible with materials that contrast with the surface background.

Which of the following is the correct form of cross?

(i) - 

(ii) - 

(iii) - 

A - (i).
B - (ii).
C - (ii & iii).
D - (i), (ii) and (iii).

Q4 Survivors who require assistance may indicate this by laying out a visual ground to air signal as large as possible with materials that contrast with the surface background.

Which of the following is the correct form of signal?

(i) - 

(ii) - 

(iii) - 

A - (i).
B - (iii).
C - (i) & iii).
D - (i), (ii) and (iii).

Q5 The correct surface to air signalling code prescribed by The Ground to Air Emergency Signalling Code to indicate survivors require assistance is:

A - **H** minimum length 9ft (3m).
B - **+** minimum length 6ft (2m).
C - **T** minimum length 9ft (3m).
D - **V** minimum length 8ft (2.5m).

Q6

ICAO Annex 12 Appendix 'A' specifies that the appropriate response by the commander of an aircraft in flight to the observation of a surface search and rescue signal would be:

A - rock the wings.
B - orbit the area for two minutes.
C - make several low level passes in opposite directions over the location of the observed signal.
D - lower a wing in the direction of the observed signal and wave to the persons on the ground.

Q7 What is the meaning of a 'black ball' suspended from the mast within an aerodrome signals square?

A - Left hand circuit in force.
B - Take off and landing not necessarily in the same direction.
C - Beware of tow cables due to glider launching.
D - Parachute dropping operations.

Q8 An A/C marshaller with his right arm down and his left arm repeatedly moved upwards and backwards is indicating to the pilot of an aircraft to:

A - open up the stbd engine/s or turn to port.
B - increase the RPM of the port engine.
C - proceed under guidance of another marshaller.
D - open up the stbd engine/s or turn to stbd.

Q9 All fixed aerodrome signs that are mandatory shall:

A - be comprised of a red inscription on a black background.

B - be comprised of a yellow inscription on a black background.

C - be comprised of a red inscription on a white background.

D - be comprised of a white inscription on a red background.

Q10 When located within an aerodrome signals square, the signal used to indicate that owing to the the bad state of the manoeuvring area, or for any other reason, special precautions must be observed in approaching to land or in landing.

A - A horizontal red square with two yellow diagonals .

B - A horizontal yellow square with one red diagonal.

C - A horizontal red square with one yellow diagonal.

D - A horizontal yellow square with two red diagonals.

Q11 Civil aerodrome identification beacons normally comprise:

A - a white beacon flashing a two-letter morse group.

B - a green beacon flashing a two-letter morse group.

C - a red beacon flashing a two-letter morse group.

D - a blue beacon flashing a two-letter morse group.

Q12 Taxiway markings as specified by ICAO are coloured:

A - red.

B - yellow.

C - white.

D - orange.

Q13 A taxiway marking comprised of a pair of parallel yellow lines together with a pair of parallel broken yellow lines painted at 90° across a taxiway delineate:

A - the intersection of two taxiways.

B - a holding position at the end of a taxiway and runway entry point beyond which no part of an aircraft may project without prior permission from ATC.

C - the entry point of a pre-departure run up area.

D - the exit point of an apron to a taxiway.

Q14 What is the meaning of a flashing red light signal directed from an aerodrome ATSU towards an aircraft either in the air or on the ground?

	In the Air	**On the Ground**
A -	Do not land, the aerodrome is unavailable for landing.	Move clear of the Landing Area.
B -	Do not land, orbit and await permission to land.	Return to your starting point.
C -	Give way to other aircraft and continue circling.	Stop.
D -	Proceed to finals upon completion of the current orbit.	Line up after traffic on finals has landed.

Q15 Which of the following combinations offer the correct meaning of white flashes directed from an aerodrome to an aircraft?

	In the Air	**On the Ground**
A -	Return to the aerodrome.	Return to the parking bay.
B -	Land immediately.	Clear the runway.
C -	Land at this aerodrome after receiving a continuous green light and then, after green flashes, proceed to the apron.	Return to the starting point on the aerodrome.
D -	Land at your discretion.	Take-off at your discretion.

Q16 A continuous red light directed to an aircraft in flight from an aerodrome means:

A - do not land, aerodrome unavailable for landing.

B - give way to other aircraft and continue circling.

C - do not land, wait for permission.

D - proceed to finals after completion of current orbit.

Q17 ICAO specify that runway surface markings are coloured:

A - yellow

B - blue

C - orange

D - white

Q18 ICAO specify that the element of a paved taxiway surface that should be marked is:

A - centre line.
B - sides.
C - centre line and sides.
D - centre line, sides, entry and exit points.

Q19 ICAO specify that runway end lights should be fixed unidirectional and coloured:

A - showing white in the direction of the runway.
B - showing green in the direction of the runway.
C - showing alternate green and red in the direction of the runway.
D - showing red in the direction of the runway.

Q20 ICAO specifies that the fixed unidirectional runway threshold lights should be coloured:

A - red.
B - white.
C - green.
D - alternate green and red.

Q21 The definition of Alerting Service is a:

A - unit of the air traffic service specifically for the co-ordination of search and rescue.
B - service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required.
C - branch of the air traffic service under the jurisdiction of the Ministry of Defence providing a communication network between all agencies both civil and military providing search and rescue facilities.
D - a land based search and rescue co-ordination unit.

Q22 With regard to aircraft safety, ICAO defines the phase where there is apprehension as to the safety of an aircraft and its occupants as:

A - Distress.
B - Alert.
C - Urgent.
D - Alarm.

Q23 If a situation wherein apprehension exists as to the safety of an aircraft and its occupants (alert phase); responsibility for alerting the necessary search and rescue units lies with:

A - the air traffic unit who received the distress message albeit 121.5MHz.
B - the rescue co-ordination centre.
C - any responsible person.
D - the pilot in distress.

Q24 ICAO Annex 12 specifies that If observed from an aircraft in flight that another aircraft or surface craft is in distress, the appropriate action to be taken by the observing aircraft commander would be to:

A - alert the Distress and Diversion unit on 121.5 and leave the area.
B - alert the emergency services on the ATC frequency in use at that time and leave the area.
C - keep in sight the craft in distress until such time as her/ his presence is no longer necessary.
D - aid search and rescue units in locating the craft in distress.

Q25 An Alerting Service is:

A - the dissemination of information and implementation of search and rescue in respect of an aircraft in need of assistance.
B - specifically for the provision of search and rescue.
C - provided specifically for all aircraft and maritime shipping who are in two way radio communication with any aviation or maritime service or who are known to be in need of urgent assistance.
D - provided for all aircraft provided with air traffic control service; in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to air traffic services; and to any aircraft known to be the subject of unlawful interference.

Q26 Article 2 of of the International Civil Aviation Organisation (ICAO) Convention specifies:
For the purposes of this convention the _____**X**_____ of a State shall be deemed to be the land areas and territorial waters adjacent thereto under the _____**Y**_____ , suzerainty, protection or mandate of such State.

Select the combination of words that correctly completes this Statement.

	X	**Y**
A -	jurisdiction	territory
B -	jurisdiction	sovereignty
C -	territory	sovereignty
D -	territory	jurisdiction

Q27 The appropriate authorities of each of the ICAO contracting States regarding the aircraft of another contracting State:

A - may not enter and search such an aircraft without the commander's authorisation.

B - may not enter and search such an aircraft without showing due cause.

C - shall have the right, without unreasonable delay, to search aircraft of the other contracting States on landing or departure.

D - may enter and search without unreasonable delay, an aircraft of another contracting State on landing or departure provided the authority of the State in which the aircraft is registered has been previously notified and a representative of that State is present during entry and search.

Q28

An aircraft that is registered in the UK when undertaking an international flight, must have on board a certificate of airworthiness that was issued by .....(a).....and validated by.....(b).....:

	(a)	(b)
A -	The UK. CAA	any ICAO contracting State
B -	any ICAO contracting State	any ICAO contracting State
C -	any ICAO contracting State	the UK. CAA
D -	The UK. CAA	the UK. CAA

Q29 In respect of all aircraft, the 'State of Registry' means:

A - the State or country in which the aircraft was manufactured and in which all original certification documentation is held.

B - the State or country in which the aircraft is currently registered and in whose register details of the aircraft and ownership are entered.

C - the JAA State or country in which the crew licences, medical certificates and type ratings were issued.

D - the State or country in which the aircraft is registered provided that State or country is an ICAO contracting State.

Q30 When an aircraft of one ICAO contracting State lands in the territory of another contracting State, items that are temporarily exempt customs duty are:

A - flight spares and other non bonded aircraft consumables being landed at that out station together with flight spares and lubricating oils remaining on board.

B - only fluid consumables such as fuel, lubricating and hydraulic oils remaining on board.

C - fuel, lubricating oils and regular equipment remaining on board.

D - fuel, lubricating oils, spare parts and regular equipment remaining on board.

Q31 The contracting States of ICAO under the terms of its Chicago Convention agreed that:

A - any aircraft of any contracting State may, without prior permission, make flights into the airspace of another contracting State.

B - any scheduled flight of any contracting State may, without prior permission, enter the airspace of another contracting State. All other types of flight require prior permission.

C - any non scheduled flight of any contracting State may, without prior permission, enter or transit the sovereign airspace of another contracting State. All scheduled flights require prior permission.

D - any flight of any contracting State may not, without prior permission, enter or transit the sovereign airspace of another contracting State.

Q32 In which class of airspace will IFR flights receive an air traffic advisory service and all flights a flight information service if requested.

A - A

B - D

C - F

D - B

Q33 The use of an IMC rating is:

A - restricted to the sovereign airspace of the issuing State.

B - now internationally recognised and may be used in any JAA participating State by multilateral agreement.

C - recognised by all ICAO contracting States but restricted to non procedural operations outside the sovereign airspace.

D - restricted to the sovereign airspace of the issuing State. The use of such a rating in another JAA Member State's airspace requires the prior agreement of the State(s) visited.

Q34 Prior to flight into the sovereign airspace of a foreign State with the purpose of landing in that State, the pilot in command must:

A - ensure that the aircraft is correctly registered, airworthy and that all relevant documents including the C of A are on board.

B - confirm that the C of A is current and on board together with the interception documents.

C - confirm that the certificate of ownership and C of A are on board.

D - confirm that the certificate of ownership, C of A and insurance certificate are on board.

Q35 Which of the following specifies those aircraft which require a noise certificate and those which are exempt.

A - All sub-sonic aircraft having a take-off distance on a hard level runway in standard atmospheric conditions of 610 metres or less are exempt.

B - As in 'A' with the addition of microlight aircraft which are also exempt.

C - All aeroplanes except certain aircraft with short take-off and landing (STOL) capability require a noise certificate.

D - All aircraft at full throttle setting yielding a noise factor of more than 60db at a distance of 50 metres aft of the aircraft along the aircraft extended centre line require a noise certificate.

Q36 When operating to a foreign country, the licence of the pilot in command must have been issued by:

A - the authority of the country in which the aircraft is registered.

B - the authority of any contracting ICAO State.

C - the authority of any JAA contracting State.

D - the authority of the State in which the aircraft operates from.

Q37 A pilot licence that does not fully comply with international standards :

A - is invalidated.

B - may only be used for operations within JAA compliant states.

C - must be endorsed to specify how international standards are not complied with.

D - must be endorsed to specify the names of those states that will permit operations within their territorial airspace.

Q38 ICAO under the terms of its Chicago Convention, agreed that the rules of the air governing entry of international air traffic into and departure from a foreign State are:

A - international as agreed by all ICAO Contracting States.

B - those laid down by IATA in 1948 but now adopted by the Joint Aviation Authority (JAA) and ICAO.

C - those of the foreign State in question.

D - Such rules bilaterally agreed by the State in which the aircraft is registered and the State whose airspace that aircraft will enter into and depart from.

Q39 The ICAO Convention relating to customs examination determines that any Contracting State:

A - must direct any aircraft entering its territory for the purpose of landing to land at customs aerodrome.

B - must request any aircraft entering its territory to land at the nearest customs aerodrome.

C - has the right to direct any aircraft entering its territory to land at a customs aerodrome

D - may only request an aircraft within its territory to land at a customs aerodrome.

Q40 ICAO specifies in respect of navigation equipment, for flights under VFR, the maximum distance between points of reference for the purpose of visual navigation is:

A - 25nm

B - 50km

C - 60nm

D - 100km

Q41 Under the terms of the ICAO Chicago Convention, a C of A issued by one Contracting State will be recognised as valid by another member State if:

A - the C of A was issued in accordance with ICAO requirements and standards.

B - the C of A was issued in respect of ICAO international air transport regulation Annex "C" or JAR OPS.

C - the C of A is current and the minimum equipment list is complied with.

D - the C of A was issued by an ICAO Contracting State, is current and there are no outstanding carried forward defects.

Q42 The ICAO Convention agreed that in the context of an international flight:

A - an aircraft's original Certificate of Registration must remain within the territory of the State in which the aircraft is registered but a copy may be carried on board.

B - an aircraft's original Certificate of Registration must be carried on board at all times.

C - an aircraft's original Certificate of Registration must not be carried on board because of the risk of loss or damage.

D - an aircraft's original Certificate of Registration or a copy of the original Certificate of Registration must be carried on board.

Q43 Article 1 of of the International Civil Aviation Organisation (ICAO) Convention specifies:
The Contracting States recognise that every State has complete and exclusive _____ over the airspace above its territory.

Select the word that correctly completes this Statement.

A - jurisdiction

B - control

C - authority

D - sovereignty

Q44 An Alerting Service in respect of unlawful interference of a flight is provided to:

(i) all aircraft provided with an air traffic control service.

(ii) in so far as practicable, all other aircraft having filed a flight plan or otherwise known to the Air Traffic Service.

(iii) any aircraft known or believed to be the subject of unlawful interference.

A - (i) and (ii) are correct

B - (i) and (iii) are correct.

C - (ii) and (iii) are correct.

D - all of the above are correct

Q45 ICAO under the terms of its Chicago Convention established that all aircraft at all times must comply with the rules and regulations of the airspace which it occupies. The responsibility of ensuring compliance lies with:

A - the State which regulates the airspace in which the aircraft is operating.

B - the State in which the aircraft is registered.

C - both the the State which regulates the airspace in which the aircraft is operating and the State in which the aircraft is registered.

D - the aircraft operator.

Q46 If an aeroplane's C of A has been endorsed by the issuing authority of an ICAO member State as failing to satisfy the standard at the time of its certification and enumerated in the respect of which it failed may:

A - not participate in international navigation.

B - participate in international navigation with the prior permission of the State or States whose territory is entered.

C - not fly until the standard of specified enumerations meet internationally agreed standards.

D - only fly within the United Kingdom Sovereign airspace with written permission from the Authority.

Q47 Any aircraft hired for any flight must have in force, both before and during the flight, a current Certificate of Maintenance Review and must in every way be fit for the intended flight. The responsibility of ensuring that such criteria are met and that the reported and forecast weather is suitable for departure, the planned route and landing at the destination is that of:

A - the organisation hiring out the aircraft.

B - the chief inspector of the maintenance organisation concerned.

C - the pilot in command.

D - the aircraft owner(s).

Q48 The final authority relating to the operation of an aircraft in flight rests with:

A - operations manager.

B - the aircraft commander.

C - the pilot controlling the aircraft at that time.

D - ATC.

Q49 Who according to ICAO is responsible for the operation and safety of aircraft during flight time?:

A - The non operating pilot.

B - Collectively all crew members.

C - The pilot in command.

D - The pilot operating.

Q50 An aircraft registration should be inscribed on:

A - an impervious metal plate.

B - a corrosion proof metal plate.

C - a fire proof metal plate or other fire proof material.

D - a conspicuous bulkhead in the vicinity of the aircraft main entrance.

Q51 After an aircraft has been weighed, the newly-prepared weight schedule must be preserved for up to:

A - the time when the next weight schedule is prepared.

B - 13 months after the next weight schedule is prepared.

C - 12 months after the next weight schedule is prepared.

D - 6 months after the next weight schedule is prepared.

Q52 All UK registered aircraft are subject to the provisions of the Air Navigation Order (ANO) together with the Rules of the Air Regulations:

A - in any airspace of any ICAO Contracting state.

B - only when within the geographic boundaries of United Kingdom airspace.

C - anywhere at any time.

D - only if they conflict with the Rules of the Air Regulations of another Contracting State in which the aircraft is operating.

Q53 Minor replacements and/or repairs to an aircraft are legally permitted to be carried out by the aircraft's owner and/or operator under Regulation 16 of the Air Navigation (General) Order provided s/ he holds a pilot's licence and that the aircraft MTWA is 2730kg or less and that the Certificate of Airworthiness applicable to that aircraft is in the 'Private' or 'Special' category. Those repairs and/ or replacements include:

A - replacement of unserviceable sparking plugs or landing gear tyres.

B - trimming of a damaged propeller.

C - replacement of a combined VHF comms/ navigation equipment.

D - replacement of a VHF antenna.

Q54 The minimum safety equipment to be carried on any flight for whatever purpose is:

A - first aid kit, spare electrical fuses and a portable fire extinguisher.

B - first aid kit, life jackets for every person on board and a portable fire extinguisher.

C - first aid kit, portable oxygen bottles sufficient for everyone on board and a portable fire extinguisher.

D - first aid kit and a portable fire extinguisher and spare repeatable circuit breakers.

Q55 Amongst others, the documents under the terms of the ICAO Chicago Convention that are legally required to be carried on board an aircraft on an international flight are:

A - Third party liability insurance certificate, the C of A and the Certificate of Registration.

B - Crew licences and log books, airframe technical log book and C of A.

C - Passports of all occupants, C of A and Certificate of Registration.

D - C of A, C of T, insurance certificate and crew passports.

Q56 An aircraft is deemed airworthy when complying with the operational and maintenance limitations specified:

(i) in the aircraft flight manuals.

(ii) markings and placards.

(iii) in the ICAO Airworthiness Technical Manual.

Select the the correct combination answer.

A - i,and iii are correct.

B - ii and iii are correct.

C - i and ii are correct.

D - None of the above are correct.

Q57 An aircraft C of A becomes invalid:

A - During the times between the completion of a Check 'A', and the time of signing for that Check 'A' by an authorised person in the technical log.

B - If the aircraft is repaired, modified and/ or any of its equipment or the airframe itself is over-hauled.

C - If the fuel drains are not checked after the aircraft has been refuelled.

D - If the airframe hours exceed those specified in the C of A for any twelve month period.

Q58 A flying machine is classified as:

A - a power driven aircraft

B - an aeroplane

C - a power driven heavier than air aircraft.

D - fixed or rotary wing aircraft.

Q59 An aircraft classified as a 'flying machine' means:

A - a fixed wing powered aircraft.

B - lighter than air power driven aircraft.

C - heavier than air power driven aircraft.

D - anything fitted with a propulsion unit that derives lift from aerodynamic surfaces.

Q60 On a private flight within Controlled Airspace under either VFR or SVFR, radio communication, and navigation equipment that must be carried, is specified by a Schedule to the Air Navigation Order (ANO). Below FL100 within Class D Airspace, the minimum equipment that must be carried unless otherwise authorised by ATC is:

A - VHF Comm.

B - VHF Comm. & Transponder, modes A and C.

C - VHF Comm, VOR and Transponder, modes A

D - VHF Comm, VOR, ADF and Transponder, modes A

Q61 ICAO Annex 6 prescribes the minimum equipment to be carried by an aircraft on a VFR flight shall be:

A - magnetic compass, an accurate time piece, a sensitive pressure altimeter and an airspeed indicator.

B - a sensitive pressure altimeter, VHF two way radio, attitude indicator, an airspeed indicator and magnetic compass.

C - turn co-ordinator, VHF two way radio, attitude indicator, an airspeed indicator, a magnetic compass and a sensitive pressure altimeter

D - VHF two way radio, sensitive pressure altimeter accurate time piece, magnetic compass, attitude indicator and an airspeed indicator.

Q62 An application to transfer a flying licence from the issuing JAA compliant State to another JAA compliant State will be accepted if:

A - the licence holder has resided in that State for at least 30 days.

B - the State to which the licence holder applies is her/ his normal State of residence or full time employment has been established in that State.

C - the licence holder wishes to take a working holiday of a minimum of 30 days.

D - the licence holder wishes to hold a JAA licence issued by that State in order to obtain employment in that State

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Q63 If the holder of a Medical Certificate issued under the authority of JAR FCL suffers an injury that affects her/ his ability to act as a crew member:

A - the Medical Certificate is suspended if still unfit from the injury to act as a crew member when the medical expires.

B - the Medical Certificate is suspended if still unfit to act as a crew member after 20 days.

C - the Medical Certificate is suspended if the injury is deemed to render the holder permanently unfit to act as a crew member.

D - the Medical Certificate is suspended.

Q64 A PPL holder may:

A - operate as co-pilot on a revenue earning flight.

B - operate as commander for remuneration on a private flight.

C - operate as any crew member for remuneration on a private flight.

D - not operate as either commander or co-pilot on a revenue earning flight.

Q65 Prior to carrying passengers, a JAA PPL (A) holder must have within the previous:

A - 60 days, made 3 take-offs and 3 landings as sole manipulator of the controls in an aeroplane of the same type or class.

B - 60 days, made 5 take-offs and 5 landings as sole manipulator of the controls in an aeroplane of the same type or class.

C - 90 days, made 3 take-offs and 3 landings as sole manipulator of the controls in an aeroplane of the same type or class.

D - 30 days, made 3 take-offs and 3 landings as sole manipulator of the controls in an aeroplane of the same class.

Q66 What are the minimum number of dual instruction hours required to be flown by a JAA PPL candidate?

A - 20 hours.

B - 30 hours.

C - 22 hours.

D - 25 hours.

Q67 The minimum number of flying hours required for the issue of a JAR FCL Private Pilot Licence (Aeroplane) is :

A - 40.

B - 35.

C - 50.

D - 45.

Q68 For a PPL(A), one criterion for the re-validation of a single pilot operation, single piston engine rating is:

A - within the preceding 3 months, the licence holder must undertake at least 2 hours of flying training with a qualified flight instructor on the type of aircraft to be flown.

B - within 60 days preceding the expiry date of the rating, pass a proficiency check with an authorised examiner on a single-engine piston aeroplane (land).

C - within the 100 days preceding the expiry date of the rating, pass a proficiency check with an authorised examiner on a single-engine piston aeroplane (land) or a touring motor glider.

D - within the 3 months preceding the expiry date of the rating, pass a proficiency check with an authorised examiner on a single-engine piston aeroplane (land) or a touring motor glider.

Q69 The class of Medical Certificate that is required to be held by a PPL(A) holder in order to exercise the privileges of that licence are:

A - Class 'A' or 'B'.

B - Class '1' or '2'.

C - Class '2' or '3'.

D - Class '1' or '3'.

Q70 Any pilot licence holder not holding a Radio Telephony Operator's Licence may operate an aircraft radio:

A - provided s/ he has not filed a flight plan and remains outside of 'Controlled Airspace'.

B - provided another pilot is carried who holds a Radio Telephony Operator's Licence.

C - if operating as a student pilot for the purpose of obtaining an additional rating under the control of a qualified flying instructor.

D - if operating as a student pilot and a commercial pilot is on board.

Q71 The minimum age at which a student pilot may undertake her/ his first solo flight is:

A - 16 years.

B - 17 years.

C - 18 years.

D - 19 years.

Q72 Personal injury which renders a Medical Certificate holder unfit to act as a crew member:

A - automatically suspends the Medical Certificate.

B - only suspends the Medical Certificate if the authority is informed in writing.

C - will require the issue of a new Medical Certificate even if the crew member is passed fit to resume flight crew duties within the period of validity of the existing Medical Certificate.

D - only suspends the Medical Certificate after a period of 20 days if still unfit to act as a crew member.

Q73 For the purpose of gaining a flying licence or rating, flight time accumulated for the purpose of issue of such qualification must have been in an aircraft of the same:

A - type or category for which the licence or rating is being sought.

B - performance group for which the licence or rating is being sought.

C - group or the same or higher performance group for which the licence or rating is being sought.

D - performance category for which the licence or rating is being sought.

Q74 What percentage of co-pilot flying hours may be accredited as full flying hours for the purpose of issue of a higher licence such as a JAA ATPL.

A - 33%

B - 50%

C - 75%

D - 100%

Q75 The holder of a JAA Licence must hold a current Medical Certificate in order to exercise the privileges of that licence. The prescribed Medical Certificate must be issued in accordance with:

A - JAR FCL - Part 1

B - JAR OPS - Part 1

C - JAR FCL - Part 3

D - JAR OPS - Part 2

Q76 The period for which a JAA licence is issued is:

A - 3 years.

B - 5 years.

C - 10 years.

D - for life.

Q77 A JAA pilot licence (A) holder must not act as pilot in command of a single pilot aeroplane unless s/ he is in possession of a valid:

A - valid VFR type rating.
B - valid JAA OPS group rating.
C - valid JAA FCL type rating.
D - Medical Certificate together with a valid class or type rating appropriate to the aeroplane to be flown.

Q78 The holder of a Medical Certificate issued under the authority of JAR FCL must inform the authority if s/ he suffers an illness that affects her/ his ability to act as a crew member:

A - in writing as soon as possible after the illness was sustained.
B - in writing if still unfit from the illness to act as a crew member when the medical expires.
C - in writing if unfit to act as a crew member for 21 days or more due to that illness.
D - in writing if unfit to act as a crew member for 10 days or more due to that illness.

Q79 JAA flying licence holders requiring to re-validate a single piston engine (land) single pilot rating must have :

A - within the three months preceding the expiry date of the rating, pass a proficiency check with an authorised examiner on either a single-engine piston aeroplane (land) or a touring motor glider.
B - within the 3 months preceding the expiry of the rating, complete 6 hours of flight time including 3 hours of pilot in command time and 6 take-offs and landings and complete a training flight of of at least 1 hour and 30 minutes duration with a flight instructor.
C - within the 6 months preceding the expiry of the rating, complete 12 hours of flight time including 3 hours of pilot in command time and 12 take-offs and landings and complete a training flight of of at least 1 hour duration with a flight instructor.
D - complete a training flight of at least 1 hour duration with a flight instructor.

Q80 The privileges of a JAA pilot licence may not be exercised by its holder unless:

A - the holder maintains competency by meeting the relevant requirements of JAR-FCL.
B - the holder maintains competency by meeting the relevant requirements of the ANO.
C - the holder maintains competency by meeting the relevant requirements of the UK. AIP.
D - the holder maintains competency by meeting the relevant requirements of JAR-OPS.

Q81 Flight time for the purpose of applying for a flying licence, higher flying licence or rating is deemed to be:

A - all dual instruction and solo flight time credited in full plus one third of co-pilot time.
B - all pilot in command time and solo time credited in full plus one half of dual instruction time.
C - all pilot in command time and solo time credited in full plus one third of dual instruction time.
D - all pilot in command time, solo time and dual instruction time credited in full.

Q82 Flight time entered into a pilot's log book is defined as being:

A - the time from when the aeroplane takes off until it finally lands with the intention of shutting down the engine.
B - the time from when the engine starts before take-off until it is shut down after landing.
C - the time from when the aeroplane first moves under its own power until it next comes to rest after landing.
D - the time from when the aeroplane first enters the manoeuvring area until it next comes to rest after landing.

Q83 JAR FCL specifies that a PPL(A) holder for the purpose of carrying passengers must within the preceding 90 days have made a minimum of:

A - 3 take-offs and 3 landings.
B - 6 take-offs and 6 landings.
C - 12 take-offs and 12 landings.
D - 4 take-offs and 4 landings.

Q84 A licence holder having been advised that invasive medical surgery has become essential:

A - should undertake such treatment without reference to the aviation medical authority as such action is voluntary.
B - should advise the aviation medical authority only if the treatment involves a general anaesthetic.
C - should seek the advice of the aviation medical authority as expeditiously as possible.
D - should seek the advice of her/ his general practitioner as expeditiously as possible.

Q85 The privileges which may be exercised by the holder of a UK Private Pilot's Licence are listed in:

A - Yellow section – Aircraft Information Circular (AIC).
B - Schedule 8 of the ANO.
C - Aeronautical Information Publication (AIP).
D - Supplement to the Aeronautical Information Publication (AIP).

Q86 On the ground, an aircraft commander overtaking another aircraft on the manoeuvring area must pass to the ..... of the aircraft being overtaken.

Select the word or words that correctly complete this Statement.

A - right
B - right or left
C - right (on a taxiway) left (on a runway
D - left.

Q87 An aircraft's vertical position with the altimeter sub-scale set to 1013.2 hectopascals is reported as:

A - Altitude.
B - Flight Level.
C - Height.
D - Elevation

Q88 Alternate aerodrome is:

A - a planned en-route aerodrome where an aircraft may land if necessary to uplift fuel but where passengers may not be embarked or disembarked.
B - an aerodrome to which a flight may proceed if it becomes impracticable or inadvisable to land at the planned destination.
C - any aerodrome that may be used for a landing in an emergency.
D - an aerodrome to which a flight may proceed if it becomes impracticable or inadvisable to land at the first diversion.

Q89 When transiting an Aerodrome Traffic Zone (ATZ), the pilot of an A/C with two-way VHF radio, must maintain a continuous watch on the appropriate ATZ frequency during its notified hours of watch. Besides maintaining that watch, the pilot must report upon entering and just before leaving the ATZ the aircraft:

A - height and magnetic track.
B - magnetic heading and altitude.
C - position and intentions.
D - position and height.

Q90 An aircraft's vertical position when measured from mean sea level is reported as:

A - Altitude and the QFE is set on the altimeter sub-scale.
B - Altitude and the QNH is set on the altimeter sub-scale.
C - Height and the QFE is set on the altimeter sub-scale.
D - Altitude and 1013.2 hpa is set on the altimeter sub-scale.

Q91 When flying through a Military Aerodrome Traffic Zone (MATZ), vertical separation between aircraft within the MATZ is achieved by all aircraft using the same altimeter sub-scale setting, which is:

A - 1013.2hpa so that all traffic may use different flight levels.
B - The military aerodrome QNH.
C - The military aerodrome QFE.
D - The military aerodrome standard pressure setting.

Q92 An aircraft's vertical position when measured from an aerodrome datum is reported as:

A - Height and the QNH is set on the altimeter sub-scale.
B - Altitude and the QNH is set on the altimeter sub-scale.
C - Height and the QFE is set on the altimeter sub-scale.
D - Elevation with 1013.2 hpa set on the altimeter sub-scale.

Q93 Generally, the lowest altitude for flying under Instrument Flight Rules (IFR) is:

A - 1500ft above the nearest obstacle within 10nm.
B - 1000ft above the highest obstacle within 5nm of track.
C - 1000ft above the ground.
D - The lowest available flight level under the Quadrantal Rule

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Q94 The diameter and vertical extent of an Aerodrome Traffic Zone is determined by the length of the longest runway. If the longest runway of an aerodrome is greater than 1850 metres, the Aerodrome Traffic Zone will extend laterally to form a circle having a radius of '**A**', the centre of the circle being the mid point of the longest runway. Vertically it will extend from the surface to a height of '**B**' above the level of the aerodrome (AAL).

The values of '**A**' and '**B**' respectively are?

A - 21/2 nm 2000ft.
B - 2000 metres 3000 ft.
C - 5 nm 3000 ft.
D - 10 nm 2000 ft.

Q95 Complete the following statement.
Transition altitude is,

A - the altitude at or below which the vertical position of an aircraft is controlled by reference to altitude.
B - the altitude at or above which the vertical position of an aircraft is controlled by reference to altitude.
C - the height at or above which the vertical position of an aircraft is controlled by reference to height.
D - the altitude at or below which the vertical position of an aircraft is controlled by reference to flight level.

Q96 At or below the transition altitude, vertical position is reported as:

A - height.
B - flight level.
C - altitude.
D - elevation.

Q97 The transition layer is defined as:

A - the layer between the transition level and the transition altitude.
B - the layer between the transition altitude and the transition level.
C - the layer between 3000ft altitude and the transition altitude.
D - the layer between the transition altitude and the planned operating flight level.

Q98 A descent to below transition level and before starting a visual approach to land at a civil aerodrome should be made on which altimeter setting?

A - Aerodrome QNH.
B - Aerodrome QFE.
C - Regional QNH.
D - Std 1013.2 hpa .

Q99 While passing through the transition layer, vertical position shall be expressed as ------**X**------- when ascending and in terms of ------**Y**------- while descending.
Select the combination that correctly completes this Statement.

	X	**Y**
A -	altitude	flight level.
B -	height	altitude.
C -	flight level	height.
D -	flight level	altitude.

Q100 The lowest point of a CTA is defined as:

A - being from a height above the surface or water.
B - being from 1000ft AGL.
C - being from 700ft. AGL.
D - being from a specified height above the Earth's surface or water of not less than 700ft.

Q101 Terminal Control Areas may be defined as:

A - airspace at the confluence of airways not available to IFR traffic.
B - airspace for specific use of arriving traffic.
C - airspace for specific use of departing traffic.
D - airspace at the confluence of airways and other routes adjacent to one or more major aerodromes.

Q102 Within controlled airspace, an aircraft commander having accepted a Special VFR Clearance is absolved from complying with:

A - the 1000ft Rule but not the ability to glide clear of a built up area in the event of an emergency.
B - the 1000ft Rule together with the requirement to be able to glide clear in the event of an emergency.
C - Both the 1000ft and 500ft Rules together with the requirement to be able to glide clear in the event of an emergency.
D - The 500ft Rule but. not the ability to glide clear of a built up area in the event of an emergency.

Q103 At Government and licenced aerodromes, an aircraft commander when taking off or landing under normal aviation practice shall be exempt from:

A - all low flying rules.
B - the 500ft Rule and 1500ft Rule.
C - The 500ft Rule.
D - The 1000ft Rule.

Q104 Those portions of airspace where it is determined that flight information service (FIS) and alerting service will be provided shall be designated as:

A - uncontrolled airspace.
B - flight information regions (FIR).
C - advisory routes and class F airspace.
D - controlled airspace.

Q105 Except when taking off or landing and under certain circumstances such as search and rescue, an aircraft may not fly closer than ..... to any person, vessel, vehicle or structure.

A - 500ft.
B - 1000ft.
C - 1500ft.
D - 700ft.

Q106 What is the airspace classification in which both VFR and IFR traffic is controlled and where IFR flights are separated from each other and receive information regarding VFR traffic and where VFR traffic receives information regarding all other traffic?

A - Class A
B - Class C
C - Class D
D - Class B

Q107 No aircraft is allowed to fly over a congested area below 1000ft above the highest fixed obstacle within 600 metres of the aircraft, except:

A - during a low level navigation exercise.
B - when practicing a forced landing under the direction of a qualified flying instructor.
C - when taking off or landing.
D - when orbiting to try and establish position..

Q108 What altimeter sub-scale setting should be used when flying underneath a Terminal Control Area (TMA) or Class D Airspace?

A - The Regional QNH.
B - The QNH of an aerodrome situated beneath the TMA or CTA.
C - Either the Regional QNH or the QNH of an aerodrome situated beneath the TMA, whichever is the lower.
D - the QFE of an aerodrome situated beneath the TMA or CTA.

Q109 With the exception of flying in certain 'Notified Airspace' or complying with instructions from an Air Traffic Control Unit (ATCU), the pilot of an aircraft in sight of the surface and following a line feature, such as a railway or highway, should:

A - keep the feature to the right of the aircraft.
B - fly directly over the feature.
C - fly either to the left or the right of the feature keeping the feature visible at all time.
D - fly with the feature on the left of the aircraft.

Q110 Unless directed by an ATCU, the commander of any aircraft entering UK Airspace from a foreign FIR where transponder operation is not mandatory, should squawk:

A - 1234 mode Alpha.
B - 2000 mode Alpha simultaneously with mode Charlie.
C - 7000 mode Charlie simultaneously with mode Alpha.
C - 9999 mode Charlie simultaneously with mode Alpha.

Q111 If a flight plan has been filed and the aircraft commander lands at an aerodrome other than the filed destination, s/ he must notify the ATCU unit at the planned destination:

A - within 45 minutes of the ETA at the planned destination.
B - within 45 minutes of the landing time at the diversion airfield.
C - within 30 minutes of the scheduled arrival time at the diversion airfield.
D - within 30 minutes of the ETA at the planned destination.

Q112 For the purpose of submitting a flight plan, if there is not available at the departure aerodrome an air traffic services unit, the flight plan should be submitted:

A - two days before departure by post to the unit serving or designated to serve the departure aerodrome.
B - in person to the nearest ATC unit serving or designated to serve the departure aerodrome.
C - in person or by telephone or fax or if these services are not available, by radio to the unit serving or designated to serve the departure aerodrome.
D - At least 24 hours before the planned departure time to the unit serving or designated to serve the departure aerodrome using the National Aeronautical Telecommunications Service.

Q113 If an ATC clearance is not suitable to a pilot in command of an aircraft, s/ he:

A - may request and, if practicable, obtain an amended clearance.

B - may proceed in a manner which s/ he considers safe and appropriate.

C - must comply with the ATC clearance as the controller will be aware of the prevailing flight conditions together with the proximity of other traffic.

D - must return to the apron and renegotiate the clearance.

Q114 Prior to a planned entry into an area of higher than normal traffic density:

A - pilots will be advised by ATC to divert.

B - pilots will be advised by ATC and should expect to hold before being passed an estimated arrival time (EAT).

C - pilots will be advised by ATC and should expect to be re-routed.

D - pilots shall be advised of the delays expected or the restrictions that will be applied.

Q115 When a pilot's external vision is artificially restricted for the purpose of simulated instrument flight conditions, which of the following is mandatory?

A - A qualified safety pilot must be carried in the second control seat and, if necessary, an additional observer to ensure an adequate lookout.

B - An observer must be carried in the second control seat.

C - Quadrantal Flight Levels must be flown.

D - The flight must be conducted outside of Controlled Airspace.

Q116 After submitting a flight plan for a flight in uncontrolled airspace, the planned departure time is delayed by more than an hour and a half due to the aircraft's late arrival from its previous flight. The appropriate action would be to:

A - do nothing as there is a two hour window commencing from the original planned time of departure.

B - advise ATC as soon as possible after one hour past the planned off blocks time.

C - submit a new flight plan and cancel the old one.

D - submit a new flight plan once the original flight plan has expired.

Q117 Aerodrome Flight Information Service (AFIS) provides:

A - the equivalent of a Tower and Approach service at small fields.

B - information in plain language for the safe and efficient conduct of flights in the ATZ but cannot give instructions or advice.

C - weather and traffic density information service for VFR traffic only.

D - information in plain language for the safe and efficient conduct of flights in the ATZ together with discretionary advice.

Q118 In the event of a delay of ------X------- in excess of the estimated off block time for a controlled flight or a delay of ------Y------- for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended, or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

Select the combination that correctly completes this statement.

	X	**Y**
A -	forty five (45) minutes	one hour
B -	thirty (30) minutes	one hour
C -	one hour	thirty (30) minutes
D -	thirty (30) minutes	forty five (45) minutes

Q119 Prior to departure, it is the responsibility of any aircraft commander to brief all passengers on the:

A - location of all exits, together with evacuation procedures in the event of ditching or forced landing.

B - use of seat belts and life jackets.

C - location of all exits, oxygen equipment and fire extinguishers.

D - location of all exits, together with the location and use of all safety equipment required to be carried on board.

Q120 There are Secondary Surveillance Radar (SSR) transponder codes designated for emergency use (and with mode 'C' if available). Which of these codes should be used for **(i)** emergency and **(ii)** radio failure?

	(i)		**(ii)**
A -	7700	and	7600.
B -	7700	and	7500.
C -	7600	and	7700.
D -	7600	and	7500.

Q121 A PPL holder without any additional ratings is receiving RAS. The radar controller, for the purpose of safe conduct of the flight, instructs the pilot to climb to an altitude where s/ he will enter cloud and be unable to maintain 'Visual Meteorological Conditions' (VMC). The pilot should:

A - comply with the controller's instruction and rely on the instrument flying techniques acquired during basic flying training.

B - ignore the instruction as the controller is always aware of the cloud cover and has made a mistake.

C - immediately descend to remain well clear of cloud.

D - continue at the present altitude and advise the radar controller why.

Q122 If the visibility, distance from cloud and cloud ceiling are equal to or better than the specified minima, ICAO defines such conditions as:

A - IMC or Instrument Meteorological Conditions.

B - RVR or Runway Visual range.

C - VMC or Visual Meteorological Conditions.

D - CAVOK or Cloud and Visibility OK.

Q123 If, during a daytime flight an aircraft commander noticed that the aircraft's anti-collision light had failed, the correct course of action would be to:

A - continue with daytime operations provided the light is repaired at the earliest opportunity.

B - land as soon as possible and have the light repaired.

C - complete the flight, at which time the aircraft must not be flown again until the light is repaired.

D - have the light repaired prior to completion of the next day's 'Check A'.

Q124 The primary objectives of the Air Traffic Services are to:

(a) provide advice and information useful for the safe and efficient conduct of flights.

(b) notify appropriate organisations regarding aircraft in need of search and rescue, aid and assist such organisations as required.

(c) expedite and maintain an orderly flow of air traffic.

(d) prevent collisions between aircraft..

(e) prevent collisions between aircraft on the aerodrome manoeuvring area and obstructions on that area.

Which of the above five statements are correct.

A - a, b, c, d and e.

B - a, b, c and d.

C - a, b, c and e.

D - a, c, d and e.

Q125 The ICAO definition of radar vectoring is:

A - The directional control of aircraft for the purpose of nautical navigation and collision avoidance.

B - Collision and adverse meteorological avoidance derived from specified advisory headings based on the use of radar.

C - Provision of nautical guidance to aircraft in the form of specific headings, based on the use of radar.

D - Provision of headings and altitudes based on the use of radar.

Q126 A Special VFR Clearance is a concession granted by ATC to non IFR traffic enabling non IFR traffic to operate within Controlled Airspace when certain conditions prevail. A PPL holder without any additional ratings in receipt of a SVFR clearance must maintain a flight visibility of at least:

A - 5km and remain clear of cloud and in sight of the surface.

B - 5km and remain clear of cloud.

C - 10km and remain clear of cloud.

D - 10km and remain clear of cloud and in sight of the surface.

Q127 Once a pilot is granted an ATC clearance for a SVFR flight to an aerodrome that is situated within a Control Zone (CTR), but then experiences radio failure before entering the CTR, s/ he must:

A - continue into the CTR and land as soon as possible.

B - remain clear of the CTR.

C - continue into the CTR, but obtain a visual green flare signal before landing.

D - remain clear of the CTR, squawk 7600 and await ground light signals.

Q128 For aviation purposes, the definition of night unless otherwise specified is:

A - from the end of evening civil twilight to the beginning of morning civil twilight.

B - from the beginning of evening civil twilight to the end of morning civil twilight.

C - from the beginning of morning civil twilight to the end of evening civil twilight.

D - from the end of morning civil twilight to the beginning of evening civil twilight

Q129 The lateral dimensions [illegible] Zone are prescribed as:

A - 5nm in the direc[illegible]ich approaches are made from the aerodrome centre or if covering more than one aerodrome, 5nm [illegible] the centre of the combined aerodromes in the direction from which approaches are made.

B - 5nm in the directi[illegible] which take-offs are made from the aerodrome centre or if covering more than one aerodrome, 5nm from the cen[illegible]he combined aerodromes in the direction from which take-offs are made.

C - 10km in the direct[illegible]om which approaches are made from the aerodrome centre or if covering more than one aerodrome, 10km f[illegible] the centre of the combined aerodromes in the direction from which approaches are made.

D - 10km in the directio[illegible] from which take-offs are made from the aerodrome centre or if covering more than one aerodrome, 10km from the centre of the combined aerodromes in the direction from which take-offs are made.

Q130 An aircraft commander aware that the fuel state has become critical whilst waiting for a landing clearance within a busy Control Zone should transmit .....(i)..... in order to alert ATC that a priority landing is required.

A - Minimum Fuel, Minimum Fuel, Minimum Fuel.

B - May Day, May Day, May Day or Pan Pan, Pan Pan, Pan Pan.

C - Fuel Minimum, Fuel Minimum, Fuel Minimum.

D - Land Now, Land Now, Land Now.

Q131 Unless specifically authorised, an aircraft that is not equipped with a serviceable SSR transponder may not operate outside Controlled Airspace within the UK at or above:

A - FL100.

B - 10000ft.

C - FL80.

D - FL120.

Q132 Any pilot operating an unpressurised aircraft is advised to use oxygen breathing equipment when the aircraft exceeds:

A - FL120.

B - FL140.

C - FL150.

D - FL100.

Q133 The air traffic control service provided for all controlled arriving and departing flights is:

A - an Approach Control Service

B - Precision Approach Radar (PAR)

C - an Area Control Service.

D - a Local Approach Service - surface to 9000ft..

Q134 If a light aircraft is hired from a flying training organisation for the purpose of undertaking a private flight, the person having overall responsibility for pre-flight planning and ensuring the weather is suitable for the safe conduct of the flight is that of the:

A - Chief Pilot or Chief Flying Instructor.

B - Operations Manager.

C - Aircraft owner(s).

D - Pilot in Command.

Q135 In all aircraft in flight, the use of mobile telephones is:

A - restricted to local calls only, as any attempt to make a long distance or international call my jam surface network receivers.

B - not allowed, as such action may interfere with aircraft systems and is contrary to the Air Navigation Order, aircraft radio operating licence and telephone licence.

C - only permitted if used in the context of a back-up to VHF communications where reception is poor.

D - only permitted if the aircraft is equipped with non UHF transponder and GPS.

Q136 The 'call sign' of an Air/ Ground two-way radio communication service provided at an aerodrome is suffixed by the word:

A - APPROACH.

B - RADIO.

C - TOWER

D - GROUND

Q137 The colour coding of AICs that denote their subject matter are:

	(i) Safety	**(ii) Operational**	**(iii) Administrative**
A -	White	Yellow	Green.
B -	Pink	White	Green.
C -	Yellow	Green	White.
D -	Pink	Yellow	White.

Q138 If ATC reports the active runway conditions as *wet wet wet*, it is understood that the runway:

A - has visible areas contaminated by standing water.
B - the runway is covered by at least 2mm of standing water.
C - the runway is wet but there is no standing water.
D - the runway is covered by patches of standing water at least 2mm in depth.

Q139 When extensive water patches are visible on a runway surface the conditions are reported as:

A - *damp, damp, damp.*
B - *wet, wet, wet.*
C - *braking action reduced.*
D - *flooded.*

Q140 Flight Information Service (FIS) provides:

A - advice and information useful for the safe and efficient conduct of flights.
B - safe separation for participating aircraft.
C - to all aircraft within controlled airspace such information relevant to to the safe conduct of all flights.
D - updated information regarding aerodrome runway status, weather and en-route frequencies within the FIR.

Q141 A special air report should be made to an air traffic service:

A - if the forecast weather deviates from the pre-flight forecast.
B - only if the forecast visibility changes to the extent that an aircraft commander must change her/ his operating conditions to IMC.
C - after encountering and becoming clear of any moderate weather phenomena such as icing, wind shear and turbulence.
D - after encountering and becoming clear of any severe weather phenomena such as icing, wind shear and turbulence, mountain wave or other phenomena that was not forecast.

Q142 If the actual or forecast conditions give the visibility and cloud base as equal to or in excess of the specified minimum weather provisions and the distance from cloud is seen also to be above specified minima, the prevailing weather conditions are referred to as:

A - IMC
B - VMC
C - SMWP
D - VFR

Q143 After precipitation, the reported runway conditions include water patches which means:

A - significant patches of standing water are visible.
B - the runway is contaminated with at least 30% of standing water.
C - the runway has a minimum of 3mm of standing water over 30% of the runway surface.
D - the runway is contaminated with at least 50% of standing water up to 2mm in depth.

Q144 The definition of 'ditching' is:

A - making a forced landing in water.
B - dumping fuel.
C - a forced landing on any surface.
D - evacuating the aircraft after any forced landing.

Q145 Under the Rules of the Air:

A - rotary wing aircraft and hot air balloons must give way to an aeroplane towing a glider.
B - rotary wing aircraft and aeroplanes must give way to an aeroplane towing a glider and to airships.
C - a glider must give way to an airship.
D - a glider must give way to an airship and a hot air balloon.

Q146 Responsibility for maintaining VMC when cleared under the Visual Flight Rules, together with maintaining safe separation from other aircraft and adequate terrain clearance is that of:

A - the air traffic controller who passed the clearance
B - the radar controller providing the radar service.
C - the pilot in command.
D - all of the above.

Q147 A pilot in receipt of a Radar Information Service (RIS) provided by LARS:

A - is absolved from from the responsibility of keeping a lookout, together with collision avoidance.
B - must operate under Instrument Flight Rules (IFR) in the open FIR.
C - must operate under Visual Flight Rules (VFR) in the open FIR.
D - will normally only continue to receive that service whilst within 30nm of the radar head.

Q148 Even when operating under VFR in uncontrolled airspace, pilots are advised in pursuit safe vertical separation to fly in accordance with the 'Quadrantal or Semicircular Rule', whichever is applicable. Given an MSA of 3000ft and an estimated drift of 9° to port and a regional pressure setting of 1009hpa , the cruising level for a track of 086°T where the local variation is 4° West would be:

A - FL30.
B - FL35.
C - FL40.
D - FL45.

Q149 In respect of right of way on the ground, what is the correct order of priority of the following?

(1) Taxying aircraft.
(2) Aircraft taking off or landing.
(3) Vehicles.
(4) Vehicles towing aircraft.

A - (2) (4) (1) (3).
B - (2) (1) (4) (3).
C - (4) (2) (1) (3).
D - (2) (1) (3) (4).

Q150 Which of the following constitute an aircraft accident?

A - A main wheel bursting on take-off.
B - Lightening striking an aircraft in flight.
C - A bird strike that results in the flight being prematurely terminated.
D - A person on the ground being struck and injured by any part of an aircraft that became detached during flight but where aircraft safety was not compromised.

Q151 An aviation accident within the UK must be reported by the most expeditious means to:

A - The nearest ATCU and the local constabulary.
B - the CAA and Air Accident Investigation Branch (AAIB)
C - Chief Inspector of the Air Accident Investigation Branch (AAIB) and the local constabulary.
D - Air Accident Investigation Branch (AAIB), CAA or UK Safety Inspectorate Executive.

Q152 ICAO Annex 13 Definitions specifies that an *accident* has occurred if:

A - an engine disintegrates during flight causing secondary airframe damage but the flight or persons on board are not endangered.
B - a person is seriously or fatally injured as a result of being in an aircraft or by direct contact with an aircraft.
C - the airframe, engine(s) or propeller strike the ground with or without serious or fatal injury to persons during take-off, landing or ground manoeuvres.
D - any form of mechanical or electrical malfunction to the aircraft occurs that renders it not airworthy.

Q153 Who must give way when an aeroplane taxying on an aerodrome manoeuvring area is converging with a vehicle towing an aircraft?

A - That instructed to do so by the ATCU.
B - The vehicle towing an aircraft
C - The aeroplane taxying.
D - Under Rules of the Air, both should turn right.

Q154 If you overtake another aircraft, you must overtake to the:

A - left of the other aircraft in the air, but to its right on the ground.
B - left of the other aircraft, both in the air and on the ground.
C - right of the other aircraft, both in the air and on the ground.
D - right of the other aircraft in the air, but to its left on the ground.

Q155 When landing at or taking off from an aerodrome where neither landing nor take-off are confined to a defined runway, a landing aircraft should leave clear to its ....**(i)**.... an aircraft that has just landed and clear to its ...**(ii)**... any aircraft that is about to take off.

	(i)	**(ii)**
A -	left	right
B -	left	left
C -	right	right.
D -	right	left.

Q156 If aeroplane '**X**' is converging with aeroplane '**Y**' from the rear and is within 70° of aeroplane '**Y**'s extended centre line, aeroplane '**X**' is considered to be in an overtaking position and must pass to:

A - the left of aeroplane '**Y**'.
B - the right of aeroplane '**Y**'
C - the closest side of aeroplane '**Y**'
D - the furthest side of aeroplane '**Y**'

Q157 Any commander having intercepted and relayed an RT distress message should, in the absence of any ATC instruction:

A - at her/ his own discretion, proceed to the distress location.
B - orbit in the present location to relay further messages.
C - broadcast the distress location on the present ATC frequency so that other aircraft may assist with the emergency.
D - broadcast the distress location on 121.5 MHz so that other aircraft may assist with the emergency.

Q158 You are in level cruise at night and observe both an anti-collision light and red navigation light that appear to be at the same level, and on a steady relative bearing of 025°. The lights also appear to be closing with you which indicates:

A - that there is a flying machine on a collision course with you which should give way to you.
B - that there is a flying machine on a collision course with you and it is you that must give way.
C - that there is an airship which must give way to you.
D - that there is a flying machine head on with you and you should turn right.

Q159 At night, whilst in level cruise, you observe at the same altitude as your aircraft only a single red navigation light on a relative bearing of 290° degrees which indicates the possible presence of:

A - a free balloon.
B - an airship.
C - a glider or free balloon.
D - lighted high ground or a lighted surface obstacle so you should climb.

Q160 At night, whilst in level cruise, you observe at the same altitude as your aircraft, an anti-collision light together with both green and white navigation lights on a steady relative bearing of 330 degrees which appear to be getting closer. This indicates that there is:

A - an airship on a collision course with you and it must give way.
B - a glider which must give way to you.
C - a microlite aircraft on a collision course with you and it is you that must give way.
D - an airship on a collision course with you and it is you that must give way.

Q161 A pilot whilst receiving Radar Information Service (RIS) from a Lower Airspace Radar Service (LARS) is heading 360°M. The radar controller informs the pilot of 'unidentified traffic in her/ his 10 o'clock, range two miles, heading 030°M, height unknown'. Who is responsible for the safe vertical and horizontal separation of these aircraft?

A - The pilot of the A/C receiving the radar information service.
B - The pilots of the A/C concerned under the Rules of the Air.
C - The Air Traffic Controller providing the Radar Information Service.
D - The pilot of the unidentified traffic as he should be in radio communication with the controller.

Q162 The designated operational coverage of a Lower Airspace Radar Service (LARS) outside of Controlled Airspace within the UK is:

A - up to 9000ft altitude and out to an approximate range of 40nm from the participating ATS facility.
B - up to 9500ft altitude and out to an approximate range of 30nm from the participating ATS facility.
C - up to FL 95 and out to an approximate range of 30nm from the participating ATS facility.
D - up to FL100 and out to an approximate range of 40nm from the participating ATS facility.

Q163 When two or more aircraft are on final approach, without overriding instruction from an ATCU or in an emergency, the aircraft having the right of way is:

A - the one that has the greatest rate of descent.
B - the one that is closest to the runway threshold, regardless of altitude.
C - the one that is at the lower altitude.
D - the one that is at the greater altitude.

Q164 At night, whilst in level cruise, you observe at the same altitude as your aircraft, an anti-collision light together with a green navigation light on a steady relative bearing of 310 degrees that appear to be getting closer. This indicates there is:

A - another flying machine on a collision course with you and it is you that must give way.
B - another flying machine on a collision course with you that should give way to you.
C - a glider on a collision course with you and it is you that must give way.
D - a microlite aircraft on a collision course with you that should give way to you.

Q165 Two aircraft are closing on a constant relative bearing. The aircraft that has the other to its left has the right of way and should maintain:

A - heading and speed.
B - heading and height.
C - height and speed.
D - heading, height and speed.

Q166 Two aircraft are closing on a constant relative bearing almost head on, both aircraft should avoid collision by:

A - turning left.
B - turning right.
C - turning either left or right.
D - turning in the directing that will best facilitate collision avoidance.

Q167 The commander of an aircraft during the course of a night flight notices that a navigation light has failed. s/ he should:

A - transmit an Urgency Message on the RTF frequency in use and continue with the plan flight to the first point of landing.
B - establish that an all round anti-collision light is still functional and if so, select the navigation lights to 'off' and continue to the planned destination.
C - continue to the planned destination, enter the defect in the technical log which must be repaired before the next flight.
D - land as soon as is practicably possible unless given permission to continue to the planned destination by an appropriate Air Traffic Control Unit.

Q168 ICAO recommends that a minimum of _____shall be applied between a light or medium aircraft taking off behind a heavy aircraft or a light aircraft taking off behind a medium aircraft when the aircraft are using the same runway if the projected flight path of the second aircraft will cross the projected flight path of the first aircraft at the same altitude or less than 300m (1000ft) below.

Select the time that correctly completes this Statement.

A - one minute.
B - three minutes.
C - four minutes.
D - two minutes.

Q169 In the event of an aircraft accident at a licenced aerodrome during which injury to persons or damage to the aircraft are sustained, whose responsibility is it to inform the appropriate authority?

A - The police.
B - Any responsible person.
C - The duty air traffic controller.
D - The pilot in command

Q170 A message concerning an aircraft in grave and imminent danger should be preceded by the signal:

A - 'Pan Pan Pan' on 121.5 MHz.
B - 'Mayday Mayday Mayday' on 121.5 MHz.
C - 'Mayday Mayday Mayday' or 'Pan Pan Pan' on 121.5 KHz.
D - 'Pan Pan Pan' on any Air/ Ground frequency.

Q171 Having been intercepted by another aircraft, the pilot should attempt to establish two way radio communication with the intercepting aircraft by transmitting on: :

A - the ATC frequency being used at that time.
B - the nearest LARS frequency as the interception would be assisted by LARS vectoring on that frequency.
C - the published FIR frequency.
D - 121.5

Q172 What term describes that area of an aerodrome utilised specifically for the embarkation and disembarkation of passengers and cargo, aircraft fuelling, line maintenance and short term aircraft parking.

A - manoeuvring area.
B - marshaling area.
C - loading area.
D - apron.

Q173 An aircraft stand may be defined as:

A - a specific area on an aerodrome apron for the purpose of parking an aircraft.
B - a mechanical device of metal construction used in the process of weighing aircraft.
C - a designated area remote from persons and structures.
D - a designated area delineated by white lines adjacent to a taxiway where aircraft movement is controlled by marshallers.

Q174 Take-off Distance Available (TODA) is:

A - the Take-Off Runway Available (TORA) + Clearway if available.
B - the Take-Off Runway Available (TORA) + EMDA, Stopway and Clearway
C - the Take-Off Runway Available (TORA) x 1.25
D - the Take-Off Runway Available (TORA) x 1.33

Q175 ICAO Annex 14 Chapter 1 - Definitions, specifies Acceleration Stop Distance Available (ASDA) as being:

A - the take off distance available (TODA) plus the clearway.
B - the length of the take of run available (TORA) plus the length of the stopway if provided.
C - the emergency stop distance available (EMDA) plus the clearway if provided.
D - the take off run available (TORA) x 1.33%.

Q176 The term 'Air Traffic' is defined as:

A - airborne aircraft.
B - airborne aircraft and those occupying an active runway.
C - any aircraft manoeuvring under its own power.
D - all aircraft in flight or operating on the manoeuvring area of an aerodrome.

Q177 Take-off Distance Available (TODA) is equal to:

A - the Emergency Distance Available (EMDA)
B - the runaway length.
C - the Take-off Runway Available (TORA) plus Clearway if provided.
D - the runaway length x 1.33.

Q178 The Take-Off Runway Available (TORA) may be defined as:

A - that part of the runway declared as suitable under normal operating conditions for the ground run of an aeroplane during take-off.
B - the accelerate-stop distance suitable to an aeroplane during take-off under normal operating conditions.
C - the clearway available to clear an obstacle at 35ft at the end of the take-off run under normal operating conditions.
D - the clearway available to clear an obstacle at 50ft at the end of the take-off run under normal operating conditions.

Q179 Although at least one life jacket must be carried for each aircraft occupant when operating over water, to what distance from land may a single engined aeroplane operate over water before it must carry an approved life raft capable of carrying everyone on board.

A - 50nm
B - 100nm
C - 150nm
D - 200nm

Q180 The classification of airspace within which both VFR and IFR operations are permitted and within which, if requested, all flights receive a FIS and participating IFR flights receive a RAS:

A - Class E
B - Class F
C - Class G
D - Class H

Q181 The specified visibility minima and distance from cloud for an aeroplane operating under VFR in either Class 'D' or Class 'E' airspace below FL100 but above 3000ft amsl is:

A - Forward visibility of 8km, 2000 metres horizontally and 1500ft vertically from cloud.
B - Forward visibility of 5km, 1500ft horizontally and 1000ft vertically from cloud.
C - Forward visibility of 8km, 1500metres horizontally and 300 metres vertically from cloud.
D - Forward visibility of 5km, 1500metres horizontally and 1000ft vertically from cloud.

Q182 A Regional Pressure Setting otherwise referred to as a Regional QNH when set on an altimeter sub-scale will:

A - provide an accurate readout of vertical distance (height) above the ground (agl).
B - provide an accurate readout of vertical distance (altitude) above mean sea level (amsl).
C - generally underread the true vertical distance (altitude) amsl.
D - generally overread the true vertical distance (altitude) amsl.

Q183 The period of validity of a single pilot, single piston engine class rating issued according to JAR FCL is:

A - 3 years
B - 2 years
C - 13 months
D - 1 year

Q184 When not occurring at an aerodrome, who is responsible for reporting an aeroplane accident that results in serious injury?

A - ATC

B - The aeroplane owner or operator.

C - The local constabulary.

D - The aeroplane's pilot in command.

Q185 Subject to complying with certain requirements, under what circumstances for the purpose of aerial work may a PPL holder act as pilot in command?

A - towing gliders and the dropping of parachutists.

B - Aerial photography.

C - Banner towing.

D - Pleasure flights

Q186 Which of the following specify the minimum in flight visibility and horizontal cloud separation distances for a VFR flight within Class 'G' Airspace below 3000ft AMSL and below 140kt IAS?

A - 3km visibility, 1km horizontally and a 1000ft vertically away from cloud.

B - 1500 metres visibility, and clear of cloud.

C - 5km visibility, 1500 metres horizontally and 1000ft vertically away from cloud.

D - 5km visibility, clear of cloud and in sight of the surface.

Q187 The absolute minimum in flight visibility for a UK National PPL (A) holder without any additional ratings is:

A - 1000 metres.

B - 1500 metres.

C - 5km.

D - 3km.

Q188 In the context of Search and Rescue, the word "Distress phase" means:

A - an aircraft and its occupants are threatened by grave and imminent danger and of requiring immediate assistance.

B - a 'Pan Pan' call has been transmitted.

C - there is apprehension concerning the safety of an aeroplane and its occupants.

D - a flight requires the assistance of the emergency services.

Q189 The vertical extent of a Control Zone is:

A - from the surface up to a specified upper limit.

B - from the surface up to 2000ft agl.

C - from 1500ft agl to the base of the TMA.

D - from the surface to an altitude of 2000ft

Q190 A SVFR clearance to operate within a Control Zone without access lanes guarantees the aircraft commander:

A - obstacle and terrain clearance and separation from other SVFR flights.

B - obstacle and terrain clearance but not separation from other SVFR flights.

C - separation from other SVFR flights.

D - neither obstacle nor terrain clearance nor separation from other SVFR flights.

Q191 Re-validation of a JAA single piston engine (land) single pilot rating may be achieved by which of the following:

A - Within the six months preceding the expiry date of the rating, pass a proficiency check with an authorised instructor on either a single-engine piston aeroplane or a touring motor glider; or

B - Within the 3 months preceding the expiry of the rating, complete 6 hours of flight time including 3 hours of pilot in command time and 6 take-offs and landings and complete a training flight of of at least 1 hour and 30 minutes duration with a flight instructor.

C - Completing 12 hours of flight time to include 6 hours pilot-in-command and 12 take-offs and landings and a 1 hour training flight with a flight instructor within 12 months preceding the expiry of the rating.

D - Completing a training flight of of at least 1 hour duration with a flight instructor.

AVIATION LAW & PROCEDURES
PRACTICE ANSWER SHEET

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AVIATION LAW & PROCEDURES
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AVIATION LAW & PROCEDURES
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AVIATION LAW & OPERATIONAL PROCEDURES - EXPLANATIONS

EAL1(D)

Two or more white crosses with arms at 45° to the centre line along a section or at both ends of a runway or taxiway mean the section between the crosses is unfit for aircraft movement.

ICAO Annex 2 Appendix 1

EAL2(A)

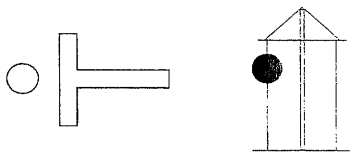


fig L1

Both the white T with a disc above as seen from the air and a single black ball suspended from a mast as seen from the ground, both situated in the signals area, mean that take-off and landing are not necessarily in the same direction. See fig L1.

ANO (Rules 42and 45) - ICAO Annex 2 Appendix 1

EAL3(D)

The Search and Rescue signal indicating that medical assistance is required should be made as large as possible in the form of a cross from materials that contrast with the surface background. The perspective depends upon the angle from which the signal is viewed.

ICAO Annex 12 Appendix A

EAL4(D)

See EAL5

EAL5(D)

REQUIRE ASSISTANCE **V**

minimum length should be 8ft or 2.5 metres

ICAO Annex 12 Appendix A

EAL6(A)

Air-to-ground signals

ICAO Annex 12 Appendix 'A' para 3

3.1 The following signals by aircraft mean that the ground signals have been understood:

(a) during the hours of daylight:- by rocking the aircraft's wings;

(b) during the hours of darkness: - flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

3.2 Lack of the above signal indicates that the ground signal is not understood.

EAL7(B)

A single black ball suspended from the mast in a signals area means that take-off and landing directions are not necessarily the same. See EAL2 and fig L1

ANO (Rule 45) - ICAO Annex 2 Appendix 1

EAL8(A)

See fig L2

The right arm down and the left arm repeatedly moved upwards and backwards means 'open up the starboard engine or turn to port'. The speed of arm movement indicates the rate of turn.

ICAO Annex 2 Appendix 1 (ANO Rule 47)

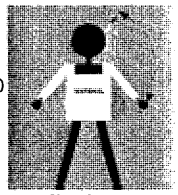


fig L02

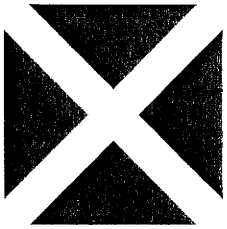
EAL9(D)

A mandatory instruction sign shall consist of an inscription in white on a red background.

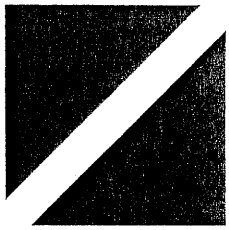
ICAO Annex 14 Aerodromes para 5..4.2.13

EAL10(C)

See fig L3



Landings prohibited and prohibition is liable to be prolonged



Special precautions must be observed in approaching to land or in landing

fig L3

A horizontal red square panel with one yellow diagonal when displayed on a signals area indicates that owing to the bad state of the manoeuvring area or for any other reason, special precautions must be observed in approaching to land or in landing.

ICAO Annex 2 Appendix 1 4.2.2

EAL11(B)

See fig L4

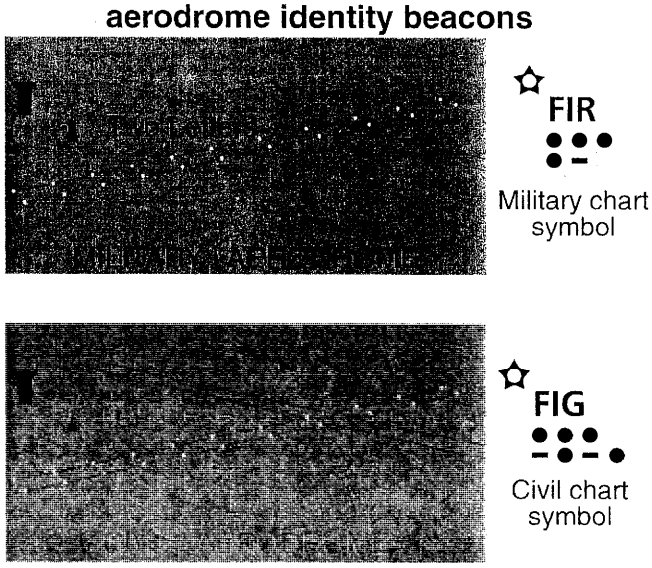


fig L4

An identification beacon shall show flashing green at a civil land aerodrome.

ICAO Annex 14 5.3.3.13

The identification characters shall be transmitted in the international morse code.

ICAO Annex 14 5.3.3.14

EAL12(B)

Colour and conspicuity.

Taxiway markings shall be yellow.

ICAO Annex 14 Aerodromes 5.2.1.5

EAL13(B)

See fig L5.

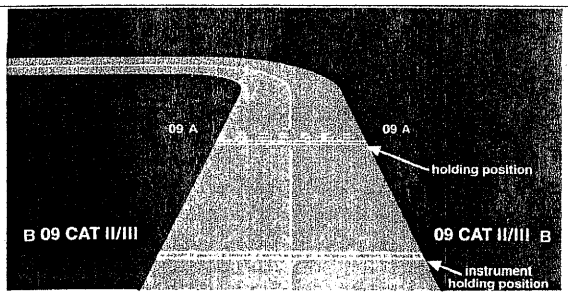


fig L5

A holding position at the end of a taxiway and runway entry point beyond which no part of an aircraft may project without prior permission from ATC.

ICAO Annex 14 pages 51 and 52

EAL14(A)

See fig L6.

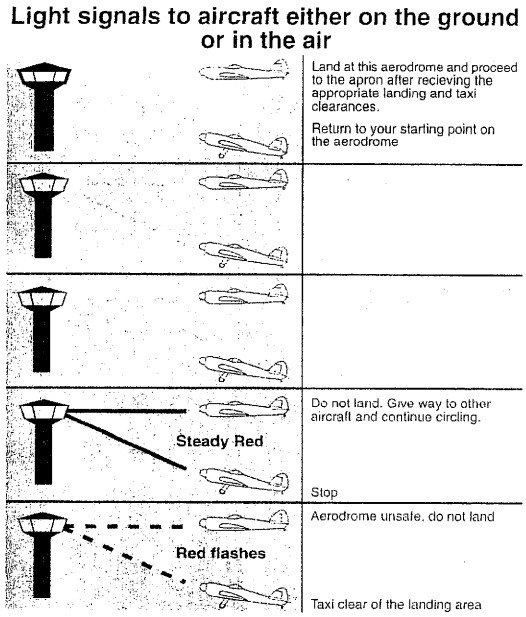


fig L6

Visual light signals exist for two-way communication between aircraft and aerodrome for non radio equipped aircraft and for those aircraft that suffer loss of two-way radio communication.

ICAO Annex 2 Appendix 1 page 23

EAL15(C)

See fig L6.

ICAO Annex 2 Appendix 1 page 23

EAL16(B)

See fig L6.

ICAO Annex 2 Appendix 1 page 23

EAL17(D)

Runway markings.

Runway markings shall be white.

Note1- It has been found that, on a runway surface of light colour, the conspicuity of white makings can be improved by outlining them in black.

ICAO Annex 14 para 5.2.1.4

EAL18(A)

Taxiway centre line marking.

Taxiway centre line marking shall be provided on a paved taxiway, de-icing, anti icing facility and apron where the code number is 3 or 4 in such a way as to provide continuous guidance between the runway centre line and the aircraft stands.

ICAO Annex 14 para 5.2.8.1

EAL19(D)

Recommendation.

Runway end lights should consist of at least six lights.

ICAO Annex 14 para 5.3.11.3

Characteristics.

Runway end lights shall be fixed unidirectional lights showing red in the direction of the runway. The intensity and beam spread of the lights shall be adequate for the condition of visibility and ambient light in which use of the runway is intended.

ICAO Annex 14 para 5.3.11.4

EAL20(C)

Characteristics of runway threshold and wing bar lights.

Runway threshold and wing bar lights shall be fixed unidirectional lights showing green in the direction of approach to the runway. The intensity and beam spread of the lights shall be adequate for the condition of visibility and ambient light in which use of the runway is intended.

ICAO Annex 14 para 5.3.10.9

EAL21(B)

Alerting service.

A service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required.

ICAO Annex 11 Definitions page 2.

EAL22(B)

Alert Phase.

A situation wherein apprehension exists as to the safety of an aircraft and its occupants.

ICAO Annex 12 Ch1 Definitions page 9

EAL23(B)

Procedures for rescue co-ordination centres during emergency phases.

Uncertainty phase.

During the uncertainty phase, the rescue co-ordination centre shall co-operate to the utmost with air traffic services unit and other appropriate agencies and services in order that incoming reports may be speedily evaluated.

ICAO Annex 12 para 5.2.1

Alert phase.

Upon occurrence of an alert phase the rescue co-ordination centre shall immediately alert appropriate search and rescue services units and rescue units and initiate any necessary action.

ICAO Annex 12 para 5.2.2

Distress phase.

When an aircraft is believed to be in distress, or when a distress phase exists, the rescue co-ordination centre shall:

(a) initiate action by appropriate search and rescue services units and rescue units in accordance with the detailed plan of operation.

(b) ascertain the position of the aircraft, estimate the degree of uncertainty of this position and on the basis of this information and the circumstances, determine the extent of the area to be searched. etc.

ICAO Annex 12 para 5.2.3 (a)(b)

EAL24(C)

ICAO Annex 12 para 5.8

5.8 Procedures by pilots-in-command at the scene of an accident

5.8.1 When a pilot-in-command observes that either an aircraft or a surface craft is in distress, s/ he shall, unless unable, or in the circumstances of the case considers it unreasonable or unnecessary:

(a) keep in sight the craft in distress until such time as her/ his presence is no longer necessary;

(b) if her/ his position is not known with certainty, take such action as will facilitate the determination of it;

(c) report to the rescue co-ordination centre or air traffic services unit as much of the following information as possible:

- type of craft in distress, its identification and condition;
- its position, expressed in geographical co-ordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid;
- time of observation expressed in hours and minutes GMT;
- number of persons observed;
- whether persons have been seen to abandon the craft in distress;
- number of persons observed to be afloat;
- apparent physical condition of survivors;

(d) act as instructed by the rescue co-ordination centre or the air traffic services unit.

EAL25(D)

Alerting Service.

Application.

Provided for all aircraft provided with air traffic control service; in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to air traffic services; and to any aircraft known to be the subject of unlawful interference.

ICAO Annex 11 - 5.1.1

EAL26(C)

For the purposes of this convention the **territory** of a State shall be deemed to be the land areas and territorial waters adjacent thereto under the **sovereignty**, suzerainty, protection or mandate of such State.

ICAO Doc 7300/7 Article 1

EAL27(C)

The appropriate authorities of each of the Contracting States shall have the right, without unreasonable delay, to search aircraft of the other Contracting States on landing or departure, and to inspect the certificates and other documents prescribed by this Convention.

ICAO Doc 7300/7 Article 16

EAL28(C)

Certificate of Airworthiness to be in force.

8 (1) Subject to paragraph (2), an aircraft shall not fly unless there is in force in respect thereof a Certificate of Airworthiness duly issued or rendered valid under the law of the country in which the aircraft is registered or the State of the operator, and any conditions subject to which the certificate was issued or rendered valid are complied with.

(2) The foregoing prohibition shall not apply to flights, beginning and ending in the United Kingdom without passing over any other country,

ANO Section 1 Part 3 Page 1

EAL29(B)

State of Registry

The State in whose register the aircraft is currently entered.

ICAO Annex 6 Ch1 Definitions page 4

EAL30(D)

Aircraft on a flight to, from, or across the territory of another Contracting State shall be admitted temporarily free of duty, subject to the customs regulations of the State. Fuel, lubricating oils, spare parts, regular equipment and aircraft stores on board an aircraft of a Contracting State, on arrival in the territory of another Contracting State and retained on board on leaving the territory of that State, shall be exempt from customs duty, inspection fees or similar national or local duties and charges.

ICAO Doc 7300/7 Article 24

EAL31(C)

Each Contracting State agrees that all aircraft of the other Contracting States, being aircraft not engaged in scheduled international air services shall have the right, subject to the observance of the terms of this Convention, to make flights into or in transit non-stop across its territory and to make stops for non-traffic purposes without the necessity of obtaining prior permission, and subject to the right of the State flown over to require landing.

Each Contracting State nevertheless reserves the right, for reasons of safety of flight, to require aircraft desiring to proceed over regions which are inaccessible or without adequate air navigation facilities to follow prescribed routes, or to obtain special permission for such flights.

ICAO Doc 7300/7 Article 5.

EAL32(C)

Class F Airspace.

IFR and VFR flights are permitted, all IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

ICAO Annex 11 Chapter 2 page 9 para 2.6.1

EAL33(D)

Ratings for Special Purposes.

Ratings for special purposes associated with the PPL(A) (eg. IMC flying, towing, aerobatics, dropping of parachutes, etc.) may be established by the Authority in accordance with the requirements of that JAA Member State's airspace. The use of such a rating in another JAA Member State's airspace requires the prior agreement of the State(s) visited.

JAR-FCL 1.115

EAL34(A)

The commander shall not commence a flight unless s/ he is satisfied that:

(1) The aeroplane is airworthy

(6) The documents, additional information and forms required to be available by JAR OPS 1.125 and JAR OPS 1.135 are on board.

JAR OPS 1.290

EAL35(C)

All aeroplanes require a Noise Certificate except certain aeroplanes with STOL characteristics defined singularly as an aeroplane when operated at its maximum total weight in accordance with its Certificate of Airworthiness has a take-off

distance required of less than 610 metres when operated from a hard level runway in still air and in International Standard Atmospheric conditions at sea level.

UK. ANO Section 7 Articles 4 and 7.

EAL36(A)

The pilot of every aircraft and the other members of the operating crew of every aircraft engaged in international navigation shall be provided with certificates of competency and licences issued or rendered valid by the State in which the aircraft is registered.

ICAO Doc 7300/7 Article 32

EAL37(C)

(b) Any person holding a licence who does not satisfy in full the conditions laid down in the international standard relating to the class of licence or certificate which s/ he holds shall have endorsed on or attached to her/ his license a complete enumeration of the particulars in which s/he does not satisfy such conditions.

ICAO DOC 7300 Article 39b

EAL38(C)

The ICAO Rules of the Air shall apply to aircraft bearing the nationality and registration marks of a Contracting State, wherever they may be, to the extent that they do not conflict with the rules published by the State having jurisdiction over the territory overflown.

ICAO Annex 2 Rules of the Air 2.1

EAL39(C)

Landing at customs airport.

Except in a case where, under the terms of this Convention or a special authorisation, aircraft are permitted to cross the territory of a Contracting State without landing, every aircraft which enters the territory of a Contracting State shall, if the regulations of that State so require, land at an airport designated by that State for the purpose of customs and other examination. On departure from the territory of a Contracting State, such aircraft shall depart from a similarly designated customs airport. Particulars of all designated customs airports shall be published by the State and transmitted to the International Civil Aviation Organisation established under Part 1 of this Convention for communication to all other Contracting States.

ICAO Doc 7300 Article 10

EAL40(C)

Navigation equipment.

An aeroplane shall be provided with navigation equipment which will enable it to proceed:

(a) in accordance with the flight plan;

(b) in accordance with the prescribed RNP types; and

(c) in accordance with the requirements of air traffic services; except when, if not so precluded by the appropriate authority, navigation for flights under the visual flight rules is accomplished by visual reference to landmarks at least every 110km (60nm).

ICAO Annex 6 Part 2 para 7.2

EAL41(A)

Certificates of Airworthiness and Certificates of Competency or licences issued or rendered valid by the Contracting State in which the aircraft is registered, shall be recognised as valid by the other Contracting States, provided that the requirements under which such certificates or licences were issued or rendered valid are equal to or above the minimum standards which may be established from time to time pursuant to this Convention.

ICAO Doc 7300/7 Article 33

EAL42(B)

The Certificate of Registration shall be carried in the aircraft at all times.

ICAO Annex 7 para 7.2

EAL43(D)

The Contracting States recognise that every State has complete and exclusive **sovereignty** over the airspace above its territory.

ICAO Doc 7300/7 Article 1

EAL44(D)

An alerting service shall be provided:

(a) to all aircraft provided with an air traffic control service.

(b) in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the Air Traffic Service.

(c) to any aircraft known or believed to be the subject of unlawful interference.

ICAO Annex 11 Air Traffic Services. 5.1.1

EAL45(C)

Both the State in which the aircraft is registered and the State which regulates the airspace within which the flight takes place.

ICAO Article 12 - Rules of the air

Each Contracting State ensures that every aircraft operating within its own territory irrespective of nationality of origin, complies with the rules and regulations relating to flight within its own territory.

A Contracting State also ensures that every aircraft carrying its national mark, when operating within another Contracting State's territory complies with the rules and regulations governing flight in that territory. It further undertakes to prosecute any transgression of those rules and regulations.

ICAO Doc 7300/7 Article 12

EAL46(B)

Not participate in international navigation except with the permission of the State or States whose territory is entered.

ICAO Doc 7300/7 Articles 39 and 40.

EAL47(C)

Before any flight, the pilot in command must ensure that the aircraft to be flown is airworthy and all documentation is correct. This includes a current 'Certificate of Maintenance Review' which is completed by the relevant maintenance authority or licensed engineer and kept with the aircraft documents.

ANO Articles 43 and 76

The aircraft commander is responsible for ascertaining the reported and forecast departure, route and destination weather is and remains above minimas for the intended duration of the flight.

EAL48(B)

The Pilot in Command of an aircraft shall have final authority as to the disposition of the aircraft.

ICAO Annex 2 Rules of the Air, Chapter 2 para 2.4

EAL49(C)

Pilot-in Command: the pilot responsible for the operation and safety of the aircraft during flight time.

ICAO Annex 6 definitions.

The pilot in command shall have final authority as to the disposition of the aircraft while in command.
ICAO Annex 2 chapter 2 para 2.4

Pilot in Command. In the United Kingdom, '*Pilot in Command*' in relation to an aircraft means a person who, for the time being, is in charge of piloting the aircraft without being under the direction of any other pilot in the aircraft.

EAL50(C)

An aircraft shall carry an identification plate inscribed with at least its nationality or common mark and registration mark. The plate shall be made of fireproof metal or other fireproof material of suitable physical properties and shall be secured to the aircraft in a prominent position near the main entrance or in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload.
ICAO Annex 7 Ch8 page 9

EAL51(D)

For 6 months after the next weight schedule is prepared.
ANO Article 18 (3) ICAO Annex 8

EAL52(C)

Anywhere at any time although when operating in foreign airspace, the Rules of the Air of that State must also be complied with. Any deviation from UK Rules for the purpose of complying with foreign rules or avoiding danger must be reported to the CAA.
ANO Rules of the Air 2 (b)

EAL53(A)

What a pilot may or may not undertake is something that just has to be learned as there are 17 such repairs or replacements listed in the *Air Navigation Order. ANO Sect 3/ (16) page 22.*

Any maintenance work may only be carried out by a pilot as laid down by Regulation 16 on aircraft in the '**Private or Special Category**' and any such work must be entered into a log book or other appropriate document and certified by the pilot concerned.

EAL54(A)

An aeroplane shall be equipped with:

One or more first aid kits; and; portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane.

At least one shall be located in: the pilot's compartment; and each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew.

Spare electrical fuses of appropriate ratings for replacement of those accessible in flight.
ICAO Annex 6 para 6.1.3

EAL55(A)

An operator shall ensure that the following documents or copies thereof are carried on each flight:

(1) Certificate of Registration;
(2) Certificate of Airworthiness;
(3) Noise Certificate (if applicable);
(4) Air Operator Certificate;
(5) Aircraft Radio Licence;
(6) Third party liability Insurance Certificate(s)
(b) Each flight crew member shall, on each flight, carry a valid flight crew licence with appropriate rating(s) for the purpose of the flight.

JAR-OPS 1.125

EAL56(C)

In the aircraft flight manuals, and aircraft placards.
Each aircraft shall be provided with a flight manual, placards or other documents listing the approved limitations within which the aircraft is considered airworthy as defined by the appropriate airworthiness requirements, and additional instructions and information necessary for the safe operation of the aircraft.
ICAO Annex 8 Part ii 8.

EAL57(B)

If the aircraft is repaired, modified and/ or any of its equipment or the airframe itself is overhauled.
A check 'A' or daily inspection is only required between scheduled inspections prior to flight on a particular day.
The inspection of fuel drains after fuelling is a matter of good airmanship.
ANO Part III, para 9 (7)

EAL58(C)

See fig L7

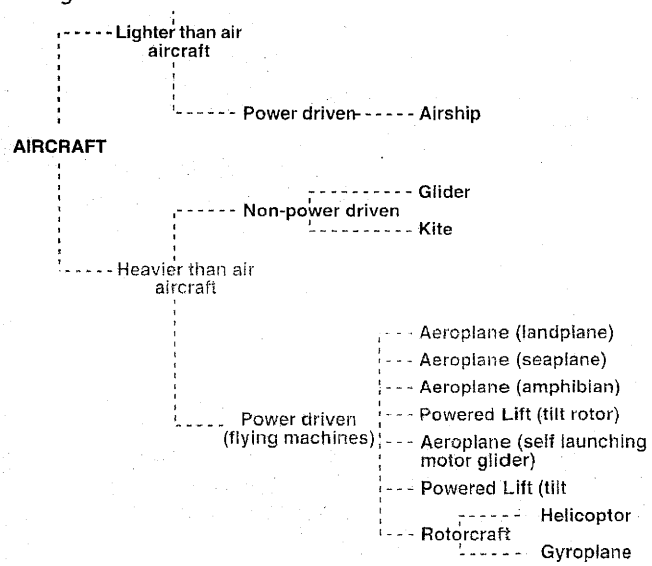


fig L7

A 'flying machine' for examination purposes is:

a heavier than air power driven aircraft.

Note: the CAA refer to ICAO as their source material but ICAO do not offer a definition of a *flying machine* - only the definition of an *aeroplane* which is:

'A power driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.'

ICAO Annex 7 1 Definitions pages 7 and 10.

EAL59(C)

A '**flying machine**' is a **heavier than air aircraft** and may be either an aeroplane or a rotorcraft.

The four multi-choice answers are all powered so the correct answer must be a **power driven heavier than air aircraft.**

ANO Schedule 2 Part A. See EAL 50.

EAL60(A)

Any aircraft commander must obtain permission to enter controlled airspace and that normally involves being passed a VFR or SVFR clearance by the controlling authority which, once accepted, must be followed. Once inside controlled airspace, two-way VHF communication with the controlling ATCU must be maintained at all times, hence the minimum basic equipment required for flight inside controlled airspace is VHF COMM.

ANO Rule 39.

EAL61(A)

All aeroplanes when operated as VFR flights shall be equipped with:

(a) a magnetic compass.
(b) an accurate time piece indicating the time in hours, minutes and seconds
(c) a sensitive pressure altimeter.
(d) an airspeed indicator.
(e) such additional instruments or equipment as may be prescribed by the authority.

ICAO Annex 6 para 6.4.1

EAL62(B)

For administrative convenience, e.g. re-validation, the licence holder may subsequently transfer a licence issued by the State of licence Issue to another JAA Member State, provided that employment or normal residency is established in that State. That State would therefore become the State of licence Issue.

JAR-FCL 1065(c)

Normal residency means the place where a person usually lives for at least 185 days in each calendar year because of personal and occupational ties. Personal ties must show close links between that person and the place where she or he is living.

JAR-FCL 1.070

EAL63(D)

Licence holders or student pilots shall not exercise the privileges of their licences, related ratings or authorisations at any time when they are aware of any decrease in their medical fitness which might render them unable to safely exercise those privileges and they shall without undue delay seek the advice of the Authority or AME when becoming aware of:

- hospital or clinic admission for more than 12 hours.
- surgical operation or invasive procedure.
- the regular use of medication.
- the need for regular use of correcting lenses.

Every holder of a Medical Certificate issued in accordance with JAR-FCL Part 3 (Medical) who is aware of:

any significant personal injury involving incapacity to function as a member of a flight crew; or

any illness involving incapacity to function as a member of a flight crew throughout a period of 21 days or more; or

being pregnant, shall inform the Authority in writing of such injury or pregnancy, and as soon as the period of 21 days has elapsed in the case of illness.

The Medical Certificate shall be deemed suspended upon the occurrence of such injury or the elapse of such period of illness or the confirmation of pregnancy.

JAR-FCL 1.040 Decrease in medical fitness.

EAL64(D)

Privileges and conditions.

Privileges. Subject to any other conditions specified in JARs, the privileges of the holder of a PPL(A) are to act, but not for remuneration, as pilot in command or co-pilot of any aeroplane engaged in non-revenue flights.

JAR-FCL 1.110 (a)

EAL65(C)

Carriage of passengers.

Recency. The holder of a PPL(A) shall not act as pilot in command of an aeroplane carrying passengers unless within the preceding 90 days that person has made 3 take-offs and 3 landings as the sole manipulator of the controls in an aeroplane of the same type type or class.

JAR-FCL 1.110 (3)(i)

EAL66(D)

Flight Instruction.

An applicant for a PPL(A) shall have completed on aeroplanes having a Certificate of Airworthiness issued or accepted by a JAA Member State, at least 25 hours dual instruction and at least 10 hours of supervised solo flight time, including at least 5 hours of solo cross country flight time with at least one cross country flight of at least 270km (150nm), during which full stop landings at two aerodromes different from the aerodrome of departure shall be made.

JAR-FCL 1.125

EAL67(D)

An applicant for a PPL(A) shall have completed at least 45 hours flight time as a pilot of aeroplanes; a total of 5 hours of this 45 hours may have been completed in a FNPT or a flight simulator. Holders of pilot licences or equivalent privileges for helicopters, microlights having fixed wings and moveable aerodynamic control surfaces acting in all three dimensions, gliders, self-sustaining gliders or self-launching gliders may be credited with 10% of their total flight time as pilot-in-command in such aircraft up to a maximum of 10 hours towards a PPL(A)..

JAR FCL 1.120

EAL68(D)

All single engine piston aeroplane class ratings (land) and all touring motor gliders ratings - Re-validation.

The applicant shall on single-engine piston aeroplanes (land) and/ or touring motor gliders:

(i) within three months preceding the expiry date of the rating, pass a proficiency check with an authorised examiner on either a single engine piston aeroplane (land) or a touring motor glider;

or

(ii) within 12 months preceding the expiry of the rating:

(A) complete 12 hours of flight time including 6 hours of pilot in command time and 12 take-offs and landings; and

(B) complete a training flight of least one hour duration with a flight instructor. This flight may be replaced by any other proficiency check or skill test for a class or type rating.

JAR-FCL 1.245 (c) (1)

EAL69(B)

Medical fitness.

An applicant for a PPL(A) shall hold a valid Class 1 or Class 2 Medical Certificate. In order to exercise the privileges of a PPL(A) a valid Class 1 or Class 2 Medical Certificate shall be held.

JAR-FCL 1.105

EAL70(C)

Only if operating as a student pilot for the purpose of obtaining an additional rating under the control of a qualified flying instructor.

If flying solo without an RT operator's licence, then the radio communication equipment may not be used.

It is also illegal for an aircraft commander without an RT licence to allow another person carried on that flight who holds an Aeronautical RT Operator's Licence to operate the aircraft radio communication equipment.

ANO Article 21 (aa)

EAL71(A)

A student pilot shall be at least 16 years years of age before the first solo flight.

JAR FCL 1.090

EAL72(A)

See EAL63

EAL73(A)

Crediting of flight time.

Unless otherwise specified in JAR-FCL, flight time to be credited for a licence or rating shall have been flown in the same category of aircraft for which the the licence or rating is sought.

JAR-FCL 1.050

EAL74(B)

Crediting of flight time and theoretical knowledge.

Co-pilot.

The holder of a pilot licence, when acting as co-pilot, is entitled to be credited with 50% of the co-pilot time towards the total flight time required for a higher grade of JAA pilot licence.

JAR-FCL 1.050 (3)(i)

EAL75(C)

Requirement for Medical Certificate.

In order to apply for or to exercise the privileges of a licence, the applicant or the holder shall hold a Medical Certificate issued in accordance with the provisions of JAR-FCL Part 3 (Medical) and appropriate to the privileges of the licence.

JAR-FCL 1.035 (b)

EAL76(B)

The licence will be issued for a maximum period of 5 years. Within this period of 5 years, the licence will be re-issued by the Authority.

JAR-FCL 1.025 (c)

EAL77(D)

The holder of a pilot licence shall not act in any capacity as a pilot of an aeroplane except as a pilot undergoing skill testing or receiving flight instruction unless the holder has a valid and appropriate class or type rating.

JAR-FCL 1.225

EAL78(C)

See EAL63

EAL79(A)

Type and class ratings - validity re-validation and renewal.

Single pilot single - engine class ratings - validity and re-validation. Single - pilot single engine class ratings are valid for two years.

All single - engine piston aeroplane class ratings (land) and all touring motor glider's ratings - re-validation.

For re-validation of single - pilot, single - engine piston aeroplane (land) class ratings and/ or touring motor glider class ratings the applicant shall on single - engine piston aeroplanes (land) and/ or touring motor gliders:

(i) within the three months preceding the expiry date of the rating, pass a proficiency check with an authorised examiner on either a single-engine piston aeroplane (land) or a touring motor glider; or

(ii) within 12 months preceding the expiry of the rating: complete 12 hours of flight time including 6 hours of pilot in command time and 12 take-offs and 12 landings; and complete a training flight of at least 1 hour duration with a flight instructor. This flight may be replaced by any other proficiency check or skill test for a class or type rating.

JAR-FCL 1.245(c)(1)

EAL80(A)

A licence holder shall not exercise the privileges granted by any licence or rating issued by a JAA Member State unless the holder maintains competency by meeting the relevant requirements of JAR-FCL.

JAR-FCL 1.025 p1-A-5

EAL81(D)

Crediting of flight time.

Unless otherwise specified in JAR-FCL, flight time to be credited for a licence or rating shall have been flown in the same category of aircraft for which the rating is being sought.

Pilot in command or under instruction.

An applicant for a licence or rating is credited in full with all solo, dual instruction or pilot in command flight time required for the licence or rating.

JAR-FCL 1.050(a)(1)(2)

EAL82(C)

FLIGHT TIME is from when an aircraft first moves under its own or external power to when it next comes to rest after landing.

JAR-FCL General Requirements page 1-A-1

EAL83(A)

PPL(A) shall not act as pilot-in-command of an aeroplane carrying passengers unless within the preceding 90 days that person has made 3 take-offs and 3 landings as the sole manipulator of the controls of an aeroplane of the same type or class.

JAR-FCL 1.110 (3)

EAL84(C)

See EAL63

EAL85(B)

ANO Section 1 Schedule 8

EAL86(D)

Aircraft on an aerodrome manoeuvring area.

A flying machine which is being overtaken shall have the right of way, and the overtaking flying machine shall keep out of the way of the other flying machine by altering its course to the left until that other flying machine has been passed and is clear.

UK ANO Rule 37 para (4)(c).

EAL87(B)

Flight Level: A surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2 hectopascals and is separated from other such surfaces by specific pressure intervals.

A pressure altimeter when calibrated in accordance with the standard atmosphere and when set to pressure of 1013.2 hPa may be used to indicate flight levels.

ICAO Annex 11 Definitions page 5.

EAL88(B)

Alternate aerodrome.

An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or land at the aerodrome of intended landing.

ICAO Annex 6 Definitions page 1

EAL89(D)

An ATZ controller requires to know the aircraft's horizontal and vertical location in order to advise and direct traffic arriving at, departing from, and transiting the zone for the purpose of maintaining safe separation. A pilot must report POSITION and HEIGHT upon entering and just prior to leaving an ATZ.

ANO (Rule 39) para 3(b)

EAL90(B)

Altitude: The vertical distance of a level, a point or an object considered as a point, measured from mean sea level.

A pressure altimeter when calibrated in accordance with the Standard Atmosphere and with the QNH set on its sub-scale, will indicate the vertical distance amsl referred to as altitude.

ICAO Annex 11 Definitions page 5.

EAL91(C)

The MATZ QFE.

AIC 9/2001 (Yellow 39)

EAL92(C)

Height: The vertical distance of a level, a point or an object considered as a point, measured from a specific datum.

A pressure altimeter when calibrated in accordance with the Standard Atmosphere and when set to a QFE, will indicate **height** above the QFE reference datum. (airfield datum)

ICAO Annex 11 Definitions page 5.

EAL93(B)

IFR. Subject to Rule 5 (Low Flying requirements) and other specific exceptions, an aircraft must not fly at less than 1000ft above the highest obstacle within 5nm of track.

ANO (Rule 29)

EAL94(A)

See fig L8

Air Traffic Control Zones (ATZ) are circular in plan view with specific horizontal dimensions (radius) and vertical extent (height) above ground level. The centre of the circle seen in plan view is the centre of the longest runway.

There are two sizes of ATZ and they vary only in respect of their radius which is determined by the length of the longest runway.

Where the longest runway is:

(a) 1850 metres or less the circle radius is 2nm (diameter 4nm).

(b) greater than 1850 metres the circle radius is 2.5nm (diameter 5nm).

Both ATZs extend from the surface to a height of 2000ft.

ANO Interpretation Art 129.

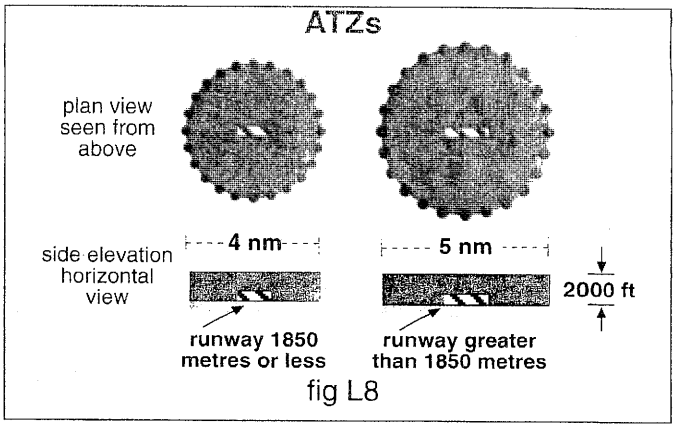


fig L8

EAL95(A)

Transition altitude, the altitude at or below which the vertical position of an aircraft is controlled by reference to altitude.

ICAO Doc 4444 page 1-11 1996

EAL96(C)

Altitude, see EAL99 figs L9 and L10

EAL97(B)

See fig EAL99 figs L9 and L10

Transition Level: the lowest flight level available for use above the transition altitude.

Transition layer: the airspace between the transition altitude and transition level.

Transition Altitude: the altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

ICAO Doc 4444 part 1 definitions page 11.

EAL98(A)

If cleared to descend to a FLIGHT LEVEL, the altimeter sub-scale Std Setting of 1013.2hpa must be maintained.

If cleared to descend to an Altitude and no further (when passing) Flight Level reports are required; the aerodrome QNH must be set on the altimeter sub-scale immediately the descent is commenced and subsequent vertical positions reported as **altitude**.

ICAO Doc 4444 para 12. page 2-8

EAL99(D)

For flights in the vicinity of aerodromes, the vertical position of the aircraft shall, except as provided for in other paragraphs, be expressed in terms of altitudes at or below the transition altitude and in terms of flight levels at or above the transition level.

While passing through the transition layer, vertical position shall be expressed in terms of flight levels while ascending and in terms of altitude while descending.

ICAO Doc 4444. para 12.1.1

Transition altitudes vary from region to region but generally it is 3000ft QNH throughout most of the UK.

The transition altitude is that point below which vertical position is referred to as altitude determined with QNH set on the altimeter sub scale.

The transition level is the lowest available flight level with standard 1013.2 hPa set on the altimeter sub-scale. See fig L9.

If the QNH is less than standard 1013.2 hPa, eg. 1000 hPa, at the transition altitude the altimeter sub-scale must be increased

to 1013.2 hPa which will increase the indicated altitude so FL30 will not be available and the lowest available flight level will be FL35 or above, depending on the QNH of the day. The vertical distance between the transition altitude and the lowest useable flight level (transition level) will be the transition layer. Important to note is that the lowest available flight level may not necessarily be the flight level you require to use under the Quadrantal Rule. See fig L9

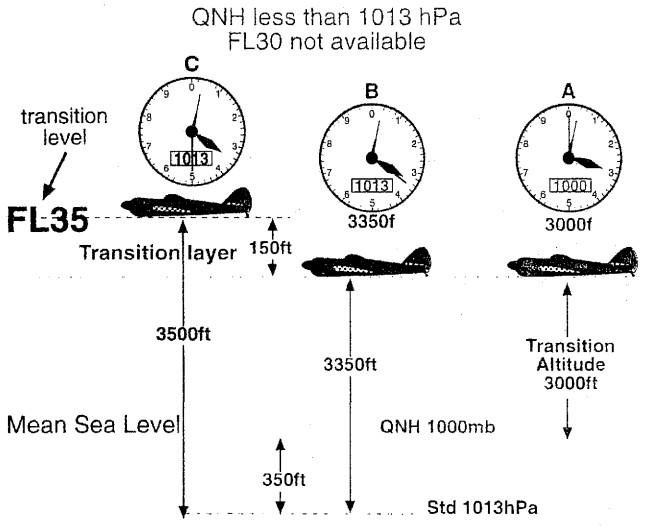


fig L9

Assuming the QNH is greater than 1013.2 hPa eg: 1030 hPa. At the transition altitude, the altimeter sub-scale must be reduced to 1013.2 hPa resulting in an altimeter indication of less than 3000ft. The aircraft must climb to the transition level which will be FL30 (the lowest available).

In this instance, the transition layer is from the initial pressure altitude with 1013.2 hPa set, to the lowest useable flight level which will now be FL30. See fig L10

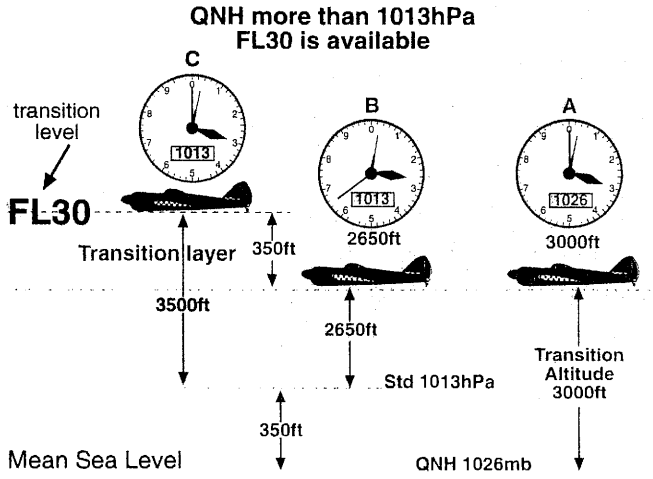


fig L10

EAL100(D)

See fig L11.

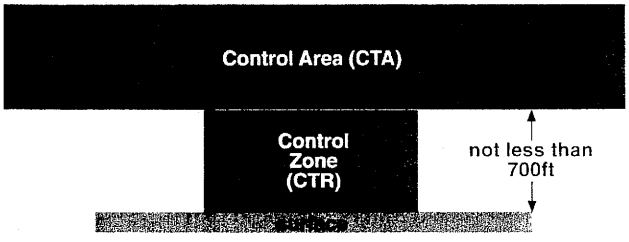


fig L11

The lower limit of CTAs are established at a height above the ground or water of not less than 200 metres (700ft).

ICAO Annex 11 Chapter 2 page 10 para 2.9.3.2

EAL101(D)

A terminal control area.

A control area is normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes.

ICAO Annex 11 Air Traffic Services. Definitions page 1

EAL102(A)

Having accepted a Special VFR clearance, a pilot is absolved from observing the 1000ft Rule but not from the ability to glide clear of a built up area in the event of an emergency. If the clearance is at a level that precludes the ability to glide clear in the event of an emergency, the clearance must be refused.

UK. AIP. ENR 1.2

EAL103(A)

(3) Exemptions from the low flying prohibitions.

(a) Landing and taking off.

(i) Any aircraft shall be exempt from any low flying prohibition in so far as it is flying in accordance with normal aviation practice for the purpose of taking off from, landing at or practising approaches to or checking navigational aids or procedures at a Government or licensed aerodrome.

(ii) Any aircraft shall be exempt from the 500 feet rule when landing and taking off in accordance with normal aviation practice.

ANO Rules of the Air: Rule 5.

EAL104(B)

Flight Information Region (FIR). An airspace of defined dimensions within which flight information service (FIS) and alerting service are provided by an Air Traffic Services Unit (ATSU).

ICAO Annex 11 Definitions page 4.

EAL105(A)

Unless taking of or landing, an aircraft may not fly closer than 500ft to any person, vessel, vehicle or structure.

This rule also applies to flight over areas deemed not to be congested areas, such as open countryside or extensive areas of water.

ICAO Annex 2 Ch 4.6.(b) UK ANO Rule 5 of Rules of the Air.

EAL106(C)

Classification of airspace.

Class D. IFR and VFR flights are permitted and all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information service in respect of VFR flights, VFR traffic receive traffic information in respect of all other flights.

ICAO Annex 11 Air Traffic Services 2.6.1

EAL107(C)

In anticipation of dealing safely with an engine failure, an aircraft must fly at an altitude that will enable it to glide clear when over a congested area, without danger to persons or property, or be at least 1000ft above the tallest fixed obstacle within 600 metres of the aircraft WHICHEVER IS GREATER.

The 1000ft proviso does not apply:

1 - On special VFR flights made in accordance with ATC instructions.

2 - On flights for the purpose of saving life.

3 - During take off and landing.

ANO Rule 5 para 1 and 2.

EAL108(B)

All aerodromes that are under a TMA or CTA, irrespective of the classification of their airspace, use the same QNH as the TMA or CTA, as do all aircraft operating under a TMA or CTA. This is because TMAs and CTAs are CONTROLLED AIRSPACE and the airspace that lies under them is UNCONTROLLED. If the base of a TMA is 2000ft ALTITUDE, by using the same QNH, every aircraft at the same altitude will be at the same distance above mean sea level and the altitude delineating controlled and uncontrolled airspace will be the same for all aircraft.

ICAO Doc 4444 para 12.1 page 2-8

EAL109(D)

An aircraft which is flying within the United Kingdom in sight of the surface and following a road, railway, canal or coastline, or any other line of landmarks, shall keep such a line of landmarks to its left.

ANO (rule 19)

EAL110(B)

2000 mode Alpha simultaneously with mode Charlie.

UK. AIP ENR 1-6-2-1 para 2.

EAL111(D)

Within 30 minutes of the ETA at the planned destination.

UK. AIP ENR 1-10-2 para 1.9

EAL112(C)

A flight plan submitted prior to departure should be submitted in person to the air traffic services reporting office at the departure aerodrome. If no such unit exists at the departure aerodrome, the flight plan should be submitted by telephone or Fax or if these means are not available, by radio to the unit serving or designated to serve the departure aerodrome.

ICAO Doc 4444 8.2.1

EAL113(A)

If an ATC clearance is not suitable to a pilot in command of an aircraft, s/he may request and if practicable, obtain an amended clearance.

ICAO Doc 4444. para 10.1.4

EAL114(D)

Control of air traffic flow.

When it becomes apparent to an air traffic control unit that traffic additional to that already accepted cannot be accommodated within a given period of time at a particular location or in a particular area or can only be accommodated at a given rate, that unit shall so advise other air traffic control units known or believed to be concerned. Pilots-in-command of aircraft destined to the location or area in question and operators known or believed to be concerned shall also be advised of the delays expected or the restrictions that will be applied.

ICAO Doc 4444 part 2 Air Traffic Services 2.11.1

EAL115(A)

During simulated instrument flight when a pilot has her/ his field of vision artificially restricted, the aircraft must have fully functioning dual controls and a safety pilot qualified on that aircraft type carried in the second control seat. If necessary, a third person must be carried as an observer to ensure an adequate lookout.

ICAO Annex 2 para 3.2.4 page 9

EAL116(C)

In the event of a delay of 30 minutes in excess of the planned off blocks time for a controlled flight or a delay of one hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled whichever is applicable.

ICAO DOC 4444-RAC/501

EAL117(B)

AFIS is provided by an Aerodrome Flight Information Service Officer (AFISO) for aircraft in the vicinity of an aerodrome and is comprised of information, including traffic information, relevant to the safe and efficient conduct of flights and includes local weather, active runway and barometric pressure etc.

Clearances, advice or instructions are not allowed to be given.

UK. AIP ENR 3-9-1-1

EAL118(B)

Flight plan delays.

In the event of a delay of thirty (30) minutes in excess of the estimated off block time for a controlled flight or a delay of one hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

ICAO Doc 4444. 8.2.1.2

EAL119(D)

Location of all exits together with the use of all safety equipment required to be carried on board.

This is legally required to be carried out in the context of a pre-flight briefing.

ANO Article 44 (1) (a)

EAL120(A)

The three emergency transponder codes are:

7500	Unlawful Interference (Hijack)
7600	Radio Failure
7700	Emergency

As an aide memoire try this:

seventy five	*taken alive* (hijack)
seventy six	*in a fix* (radio failure)
seventy seven	*could be going to heaven.* (emergency)

AIP ENR 1-6-2-1 para 2

EAL121(D)

Radar Advisory Service (RAS) is an Air Traffic Control Service, during which the controller will provide advisory instructions to the pilot necessary to maintain the prescribed separation minima between participating aircraft. In addition, the controller will pass to the pilot the bearing, distance and if known, the level (altitude) of non participating conflicting traffic together with ADVICE on action necessary to resolve any conflict.

Once a RAS has been accepted, controllers will expect pilots to accept radar vectors or level allocations which may require flight in IMC.

Pilots not qualified to fly in IMC should only request or accept a RAS where compliance with ATC advice permits the flight to be continued in VMC.

Controller's instructions are ADVISORY; however, controllers will assume that pilots will comply with instructions unless told otherwise.

A pilot who chooses not to comply with advisory avoiding action must inform the controller. The pilot will then become responsible for initiating any avoiding action that may subsequently prove necessary.

Pilots must advise their controllers before changing heading or level or when the aircraft is manoeuvring horizontally or vertically and before changing manoeuvring band.

A PPL holder without any additional ratings must not comply with ATC Instructions that would place her/his aircraft in IMC conditions. Under such circumstances, the controller must be informed immediately.

At all times a pilot is responsible for maintaining adequate terrain clearance and obtaining the necessary ATC clearance to enter controlled airspace.

AIC 2/2001 (Yellow 33) 4.2.1 (c)

EAL122(C)

Visual Meteorological Conditions (VMC) are expressed in terms of visibility, distance from cloud and ceiling, equal to or better than specified minima.

ICAO Annex 11 Definitions page 4.

If either the visibility or distance from cloud or the cloud ceiling reduce to below the specified minima, then flight under Visual Flight Rules (VFR) would be precluded.

EAL123(A)

In the event of the failure of an anti-collision light when flying by day, an aircraft may continue to fly by day provided that the light is repaired at the earliest practicable opportunity.

ANO Rules of the Air 10(2)

EAL124(A)

Objectives of the air traffic services are to:

(a) - prevent collisions between aircraft;

(b) - prevent collisions between aircraft on the manoeuvring area and obstructions on that area;

(c) - provide advice and information useful for the safe and efficient conduct of flights;

(d) - notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required.

ICAO Annex 11 Air Traffic Services 2.2

EAL125(C)

Radar vectoring.

Provision of nautical guidance to aircraft in the form of specific headings based on the use of radar.

ICAO Doc 4444 definitions page 1-9

EAL126(D)

A PPL holder without any additional ratings having accepted a Special Visual Flight Rules (SVFR) clearance must have an in flight visibility of not less than 10km; remain clear of cloud and in sight of the surface.

ANO Section 2 Schedule 8 (2) (ii)

EAL127(B)

It is the responsibility of the controller to provide standard separation between all Special VFR flights and between Special VFR flights and IFR flights.

The commander of an aircraft having obtained a Special VFR clearance to enter a Control Zone must maintain radio communication with the relevant ATCU at all times in order to receive and comply with ATC instructions.

Should radio communication be lost prior to entry, the aircraft must remain clear of controlled airspace.

AIP ENR 1-2-2 para 2.9

EAL128(A)

Night.

The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be prescribed by the appropriate authority.

ICAO Annex 6 Definitions page 3

EAL129(A)

Control zone.

The lateral limits of a control zone shall extend to at least 9.3km (5nm) from the centre of the aerodrome or aerodromes concerned in the directions from which approaches are made.

ICAO Annex 11 2.9.5.2

EAL130(B)

Declare an emergency and transmit.

May Day, May Day, May Day, or Pan Pan, Pan Pan, Pan Pan.

AIC 82/2003 (pink 58) para 9.

EAL131(A)

FL100 or above.

UK AIP GEN 1-5-3 para 1.3

EAL132(D)

Pilots should be breathing oxygen whenever the aircraft altitude equals or exceeds 10,000ft. The pilot should check the fit of the oxygen masks, together with the oxygen flow and amount available in the storage system. The aircraft commander should monitor the state of the passengers and crew, who should be supplied with oxygen according to the scales laid down in the ANO.

Pilots of non-public transport aircraft (whether such an aircraft is pressurised or unpressurised) intending to fly above an altitude of 10,000ft must also ensure that they are conversant with the type of equipment carried, the system capacity, and be able to carry out the necessary checks and drills appropriate to the system.

EAL133(A)

Approach Control Service.

Air traffic control service for arriving or departing flights.

ICAO Annex 11 Air Traffic Services, Definitions page 2.

EAL134(D)

Pilot in Command.

ANO Article 43

EAL135(B)

Not allowed, as such action may interfere with aircraft systems and is contrary to the Air Navigation Order, aircraft radio operating licence and telephone licence.

AIC 62/1999 (Pink 196)

EAL136(B)

SERVICE	SUFFIX
Area Control Service	CONTROL
Radar (in general)	RADAR
Approach Control	APPROACH
Aerodrome Control	TOWER

Approach Control Radar Arrival/Departure	DIRECTOR/ DEPARTURE (RADAR when tasks combined) ARRIVAL – (when approved)
Ground Movement Control	GROUND
Precision Approach Radar	TALKDOWN (Military) Final Controller
Flight Information Service	INFORMATION
Aerodrome Air/ Ground	**RADIO**
Ground Movement Planning	DELIVERY

CAP 413 Chapter 2 Page 7 Table 8

EAL137(D)

Aeronautical Information Circulars.

White	Administrative matters, for example, examination dates, new publications, courses, charges.
Yellow	Operational matters including ATC services and requirements.
Pink	Matters of special importance to air safety.
Mauve	Amendments to UK airspace restriction charts (danger area map and military low flying map.)
Green	Availability of CAA maps and charts.

EAL138(C)

WET- the surface is soaked but there is no standing water.

ICAO Annex 14 Aerodromes Ch2. para 2.9.4

EAL139(D)

FLOODED: extensive standing water patches visible on the runway surface.

ICAO Annex 14 Chapter 2 para 2.9.4

EAL140(A)

Flight Information Service

A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of a flight.

ICAO Annex 11 Definitions page 4.

EAL141(D)

Special Aircraft Observations (Reports) are required in any UK FIR/UIR.OCA whenever:

(a) - severe turbulence or severe icing is encountered; or

(b) - moderate turbulence, hail or cumulo-nimbus clouds are encountered during flight; or

(c) - other meteorological conditions are encountered which, in the opinion of the pilot in command, might affect the safety or markedly affect the efficiency of other aircraft operations.

AIP GEN 3-5-16 para 2 ICAO Doc 4444 Appendix A1-4

EAL142(B)

Visual Meteorological Conditions (VMC)

Meteorological conditions expressed in terms of visibility, distance from cloud and cloud ceiling, equal to or better than specified minima.

ICAO Annex 11 Definitions page 6.

EAL143(A)

Water on runway.

ICAO Recommendation:

Whenever water is present on a runway, a description of the runway surface conditions on the centre half of the width of the runway, including the possible assessment of water depth where applicable, should be made available using the following terms.

Damp - the surface shows a change of colour due to moisture.

Water Patches - significant patches of standing water.

Wet - the surface is soaked but there is no standing water.

Flooded - extensive standing water visible.

ICAO Annex 14 para 2.9.4

EAL144(A)

The forced landing of an aircraft in water.

ICAO Annex 12 Ch1 Definitions page 9

EAL145(B)

Converging. When two aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows:

(a) power driven heavier than air aircraft shall give way airships, gliders and balloons.

(b) airships shall give way to gliders and balloons.

(c) gliders shall give way to balloons.

(d) power driven aircraft shall give way to aircraft which are seen to be towing other aircraft.

ICAO Annex 2 3.2.2.1

EAL146(C)

The provision of vertical or horizontal separation by an air traffic control unit is not applicable in respect of any specified portion of a flight cleared subject to maintaining its own separation and remaining in visual meteorological conditions. It is for the flight so cleared to insure, for the duration of the clearance, that it is not operated in such proximity to other flights as to create a collision hazard.

It is axiomatic that a VFR flight must remain in visual meteorological conditions at all times. Accordingly, the issuance of a clearance to a VFR flight to fly subject to maintaining own separation and remaining in visual meteorological conditions has no other object than to signify that, for the duration of the clearance, the provision of separation by air traffic control is not entitled.

Doc 4444 page 3-19 para 13 note 1 and note 2.

EAL147(D)

Radar Information Service (RIS) is an Air Traffic Control Service, during which the controller will inform the pilot of the bearing, distance, and if known, the level (altitude) of conflicting traffic.

The service, when provided by Lower Airspace Radar Service (LARS), is normally only available to aircraft within 30nm of the radar head.

RIS may be requested under any flight rules or meteorological conditions.

The controller will only update details of conflicting traffic after the initial warning at the pilot's request, or if the controller considers that the conflicting traffic continues to constitute a definite hazard.

It is not the responsibility of the controller to offer avoiding action.

The pilot or pilots of any traffic in conflict are at all times wholly responsible for maintaining separation from other traffic, whether or not the controller has passed traffic information.

When RIS or RAS are provided by an Approach Control, such service is normally only available to aircraft within 40nm of the radar head.

AIC 2/2001 (Yellow 33) para 4.3

UK AIP ENR 1-6-1-3.5

EAL148(B)

Quadrantal Rules apply to Magnetic Tracks to be flown. Given in the question is a Track True of 86°T together with the local magnetic variation of 4°W which must be added to the Track True to give a magnetic track of 090°M. Ignore the drift because that is the catch as the track is given so drift has no relevance.

Unless otherwise instructed by ATC, an aircraft outside of Controlled Airspace above 3000ft AMSL (altitude), or above the Transition Altitude whichever is higher, up to Flight Level 240, must be operated in accordance with the Quadrantal Rule. This rule determines the cruise Flight Level based on the Std Setting of 1013.2hpa according to the MAGNETIC TRACK being flown.

Note: A FLIGHT LEVEL is a vertical position expressed in hundreds of feet using the Std Setting of 1013.2hpa. For example, 4000ft = FL40 or 5500ft = FL55

All cruise levels must be at least 1000ft above the tallest obstacle within 5nm of track. In this instance the MSA which is at least 1000ft above the tallest obstacle within 5nm of track is given as 3000ft.

QUADRANTAL LEVELS

The level to be flown is determined by the MAGNETIC TRACK to be flown.

Magnetic Track	Cruising Level	For example
360°M to 089°M	Odd thousands of feet	FL30, FL50, FL70, FL90, FL110
090°M to 179°M	Odd thousands of feet + 500 ft	**FL35**, FL55, FL75, FL95, FL115
180°M to 269°M	Even thousands of feet	FL40, FL60, FL80, FL100, FL120
270°M to 359°M	Even thousands of feet + 500ft	FL45, FL65, FL85, FL105, FL125

A track of 090°M must be flown at an odd Flight Level plus 500ft and the only odd + 500ft Flight Level given in the answers is FL35. Important to note is that for adequate terrain clearance the Regional Pressure Setting 1009hpa must be taken into account which is 4hpa less than the Std 1013hpa. Assuming 27ft/hPa, at FL35 the altitude would be 3500ft – 108ft = 3392ft which is 392ft above the MSA so **FL35** meets all requirements.

ANO Section 2 Page 19 Rules of the Air 28, 29 and 30.

EAL149(A)

1st An aircraft taking off or landing.
2nd A vehicle towing an aircraft.
3rd Taxying aircraft.
4th Vehicles.

ANO Section 2 Page 22 Rule 37

EAL150(D)

Accident.

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:

(a) - a person is fatally or seriously injured as a result of:

(b) - being in the aircraft, or

(c) - direct contact with any part of the aircraft, including:

(d) - parts which have become detached from the aircraft, or

(e) - direct exposure to jet blast,

except:

(a) - when the injuries are from natural causes, self inflicted or
(b) - inflicted by other persons, or

(c) - when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew. etc.

ICAO Annex 13 Definitions page 1

EAL151(C)

Where a reportable incident occurs, give notice thereof to the Chief Inspector by the quickest means of communication available and in the case of a reportable accident occurring in or over the United Kingdom shall also notify forthwith the local police authorities of the accident and of the place where it occurred.

EAL152(B)

See EAL 150

EAL153(C)

The aeroplane taxying.

See EAL 149

EAL154(D)

When overtaking another aircraft on the ground you must pass to its left. The danger is that the commander of the aircraft being overtaken may not know s/he is being passed. If the aircraft being overtaken makes a turn to the left, then its pilot in the left seat, if following the correct procedure of looking out before turning, should spot the overtaking aircraft. If the aircraft being overtaken turns right, there is not a danger of collision.

In the air, the commander of the overtaking aircraft must leave the aircraft being overtaken well clear to her/his left, or overtake to the right.

ANO Rule 37

EAL155(B)

Where landings and take-offs are not confined to a runway, a flying machine or glider when landing or taking off, must leave clear on its left any aircraft which has landed or is already landing or is about to take off.

ANO Rule 17

EAL156(B)

See fig L12

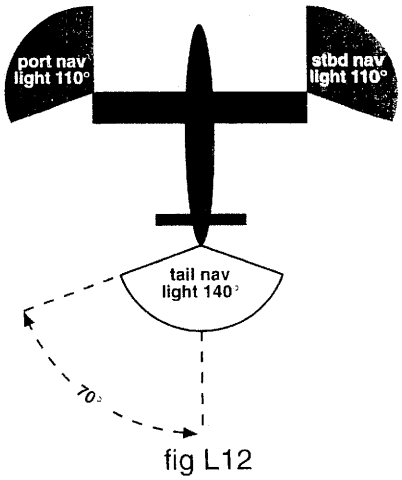


fig L12

An overtaking aircraft is an aircraft that approaches another from the rear along a line forming an angle of less than 70° with the plane of symmetry (longitudinal axis) of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left (port) or right

(starboard) navigation lights. An overtaking aircraft whether climbing or descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its course to the right and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.

ICAO Annex 2 Rules of the Air 3.2.2.4

EAL157(A)

Procedures for pilot-in command intercepting a distress transmission.

Whenever a distress signal and/ or message or equivalent transmission is intercepted on radio telegraphy or radio telephony by a pilot in command, s/he shall

(a) - record the position of the craft in distress if given.

(b) - if possible take a bearing on the transmission.

(c) - inform the appropriate rescue co-ordination centre or air traffic services unit of the distress transmission, giving all available information.

(d) - at her/ his discretion, while awaiting instructions, proceed to the position given in the transmission.

ICAO Annex 12 para 5.9

EAL158(B)

See fig L13

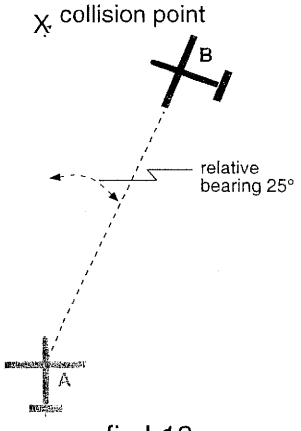


fig L13

If a steady relative bearing is maintained between two aircraft at the same altitude, they will eventually collide. If either aircraft alters heading, the relative bearing will change and continue to change and collision will be avoided.

If two aircraft are converging at about the same altitude, the one that has the other to its right must give way by turning right.

In fig 13, aircraft '**A**' has aircraft '**B**' on a constant relative bearing of 025° and both the red port (left hand) navigation light and all round anticollision light of aircraft '**B**' are visible to aircraft '**A**'. Aircraft '**B**' has the right of way as it is to the right of aircraft '**A**', so aircraft '**A**' must give way by turning right.

ANO Rule 17 (2) Converging. ICAO Annex 2 - 3.2.2.3

EAL159(C)

A glider or free balloon.

A glider whilst flying at night shall display either a steady red light of at least 5 candela showing in all directions or lights in accordance with Rule 11(2) and (3).

A free balloon whilst flying at night shall display either a steady red light of at least 5 candela showing in all directions suspended not less than 5 metres and not more than 10 metres below the basket, or if there is no basket, below the lowest part of the balloon.

ANO Rules of the Air 12 & 13 - ICAO Appx to Annex 6 part 1 & 2.

EAL160(D)

See EAL156 fig L12

The arcs of an aeroplane's navigation lights; starboard (green), port (red) and tail (white) are such that only one of these lights may be observed at any one time by another flying machine. An anticollision beacon (mandatory on all aircraft) has an all round field of vision except where obscured by the aircraft structure.

An airship has two white navigation lights, one at the tail and the other at the nose, together with starboard (green) and port (red) navigation lights, so the forward white navigation light may be seen in conjunction with either the green or red navigation lights.

In this scenario both the green and the white navigation lights are observed in conjunction with the anticollision beacon which indicate that you are in conflict with an airship. The situation is similar to that in EAL159 but, irrespective of the relative positions, the airship has right of way because it is less manoeuvrable and it is you that must give way.

EAL161(B)

Radar Information Service (RIS) is an Air Traffic Control Service during which the controller will inform the pilot of the bearing, distance, and if known, the level (altitude) of conflicting traffic.

RIS may be requested under any flight rules, or meteorological conditions.

The controller will only update details of conflicting traffic after the initial warning at the pilot's request, or if the controller considers that the conflicting traffic continues to constitute a definite hazard.

It is not the responsibility of the controller to offer avoiding action.

The pilot or pilots of any traffic in conflict are at all times wholly responsible for maintaining separation from other traffic whether or not the controller has passed traffic information.

UK. AIP. ENR. 1.6.1. - 3.2

EAL162(C)

Lower Airspace Radar Service. The service is available to all aircraft flying outside Controlled Airspace up to and including FL95, within the limits of radar/ radio cover. The service will be provided within approximately 30nm of each participating ATS unit. Unless a participating ATS unit is H24, the service will normally be available between winter 0800 - 1700, summer 0700 - 1600 Mondays to Fridays.

UK. AIP ENR 1.6.3.1.1

EAL163(C)

In the case of two or more flying machines, gliders, or airships approaching any place for the purpose of landing, the aircraft at the lower altitude shall have the right of way, but it shall not cut in front of or overtake another aircraft which is on final approach to land.

ANO (rule 17) section 2/15 (6)(b)

EAL164(B)

See fig L14

When two aircraft are in conflict, the one that has the other to its right must give way. In this instance your aircraft is to the right of the other so you have the right of way. However, it is always possible in a situation where a conflict exists, that the other pilot may not be aware of your presence so always be prepared to give way.

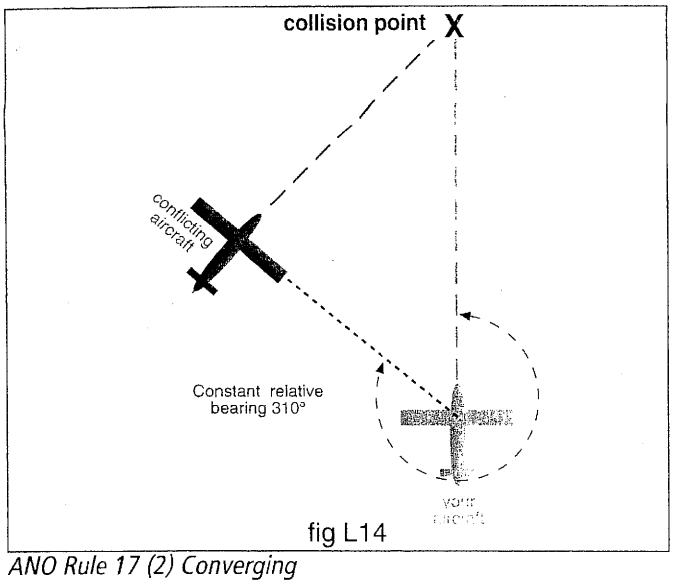


fig L14

ANO Rule 17 (2) Converging

EAL165(A)

Heading and speed.

The aircraft with right of way may be in a climb departing an airfield or in a descent into an airfield. Any level change may also disrupt the constant relative bearing with the conflicting aircraft, thus removing the possibility of collision. However, should the constant relative bearing be maintained, the aircraft with right of way must take any necessary action to avoid a collision.

ICAO Annex 2 Rules of the Air para 3.2.2 page 8

EAL166(B)

When two aircraft are approaching head on or approximately so and there is a danger of collision, each shall alter its heading to the right.

ICAO Annex - 2 Rules of the Air, Chapter 3 para 3.2.2.2

EAL167(D)

Land as soon as is practicably possible unless given permission to continue to the planned destination by an appropriate Air Traffic Control Unit.

At night, correctly displayed navigation lights together with an anticollision light are mandatory. It's a case of see and be seen.

ANO Rules of the Air 10 (1)

EAL168(D)

Wake turbulence.

A minimum of 2 minutes shall be applied between:

a light or medium aircraft taking off behind a heavy aircraft or

a light aircraft taking off behind a medium aircraft:

when the aircraft are using the same runway if the projected flight path of the second aircraft will cross the projected flight path of the first aircraft at the same altitude or less than 300m (1000ft) below.

ICAO Doc 4444 16.2.3.1 UK AIC 17/1999 pink 188

EAL169(D)

Duties of the pilot-in-command.

The pilot in command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the aeroplane that results in serious injury or death of any person or substantial damage to the aeroplane or property.

ICAO Annex 6 Ch3 .4

EAL170(B)

To indicate Distress, '**MAYDAY**' is used to prefix an RT message to indicate the aircraft is in grave and imminent danger.

To indicate Urgency, '**PAN**' is used to prefix an RT message of an urgent nature.

The frequency for both transmissions is 121.5 MHz.

CAP 413 Chapter 8 - 1.4.2

EAL171(D)

5. Action by intercepted aircraft ie: Standards in Appendix 2, Section 2 specify as follows:

2.1 An aircraft which is intercepted by another aircraft shall immediately:

(a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1;

(b) notify, if possible, the appropriate air traffic services unit;

(c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz;

ICAO Annex 2 Rules of the Air, Attachment 'A' 5-2.1

EAL172(D)

Apron.

A defined area on a land aerodrome, intended to accommodate aircraft for the purposes of loading and unloading of passengers, mail or cargo, fuelling, parking or maintenance.

ICAO Annex 11 Definitions page 3.

EAL173(A)

Aircraft stand.

A designated area on an apron intended to be used for parking an aircraft.

ICAO Annex 14 Definitions page 2

EAL174(A)

Take-off distance available (TODA). The length of the take-off run available plus the length of the clearway, if provided. See EAL 177.

ICAO Annex 14 Aerodromes - Definitions page 2.

EAL175(B)

See EAL 177 figL15.

ICAO Annex 14 Chapter 1 defines the length of the take-off run available (TORA), plus any stopway if available, as the accelerate stop distance available (ASDA). As published in UK AIP GEN chapter 2.8.2(c), the UK has elected not to adopt the ICAO definition, defining the length of TORA plus any Stopway as the Emergency Distance Available (EMDA). However, the abbreviation ADSA frequently appears in the UK AIP when referring to aerodrome runway lengths.

EAL176(D)

All aircraft in flight or operating on the manoeuvring area of an aerodrome.

ICAO Annex 11 Definitions page 2.

EAL177(C)

See fig L15

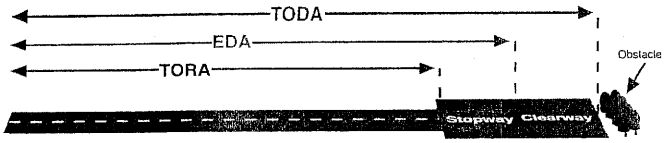


fig L15

Declared distances.

Take off distance available (TODA).

The length of the take-off run available (TORA) plus the length of the clearway, if known.

Clearway.

A defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its climb to a specific height.

Stopway.

A defined rectangular area on the ground at the end of the take-off run available (TORA) prepared as a suitable area upon which an aircraft can be stopped in the event of an abandoned take-off.

ICAO Annex 14 Definitions page 2.

EAL178(A)

Declared Distances. See EAL 177.

Take-Off Run Available (TORA) the length of runway declared available and suitable for the ground run of an aeroplane taking off.

ICAO Annex 14 Aerodromes Ch1. para 1.1 Definitions

ANO Section 3 page 5 - 5(3)

EAL179(B)

Land planes.

In addition to the equipment prescribed in ICAO Annex 6 Ch6 para 6.5.2 (life jackets), the following equipment shall be installed in all aeroplanes when used on all routes during which the aeroplane may be over water and at a distance corresponding to a distance of 30 minutes at cruising speed or 185km (100nm) whichever is lesser:

(a) - life saving rafts in sufficient numbers to carry all persons on board stowed so as to facilitate their ready use in emergency, provided with such life saving equipment including means of sustaining life as appropriate to the flight to be undertaken; and

(b) - equipment for making the pyrotechnic distress signals described in ICAO Annex 2

ICAO Annex 6 Ch6 para 6.5.3

EAL180(B)

Class 'F' Airspace see fig L16.

Advisory Routes are normally Class 'F' Airspace within which the minimum service provided to all flights is a '*Flight Information Service*' (FIS).

VFR flights are not provided with a separation service.

The minimum service provided to participating IFR flights is a 'Radar Advisory Service' where separation of IFR flights from other IFR flights is provided.

These are the minimum services required to meet ICAO standards and recommended practises within Class 'F' Airspace. However, when practicable, these standards may be supplemented by Radar Advisory Service to all participating flights which, in the interests of safety, pilots should make use of. *UK. AIP ENR 6-1-4-1*

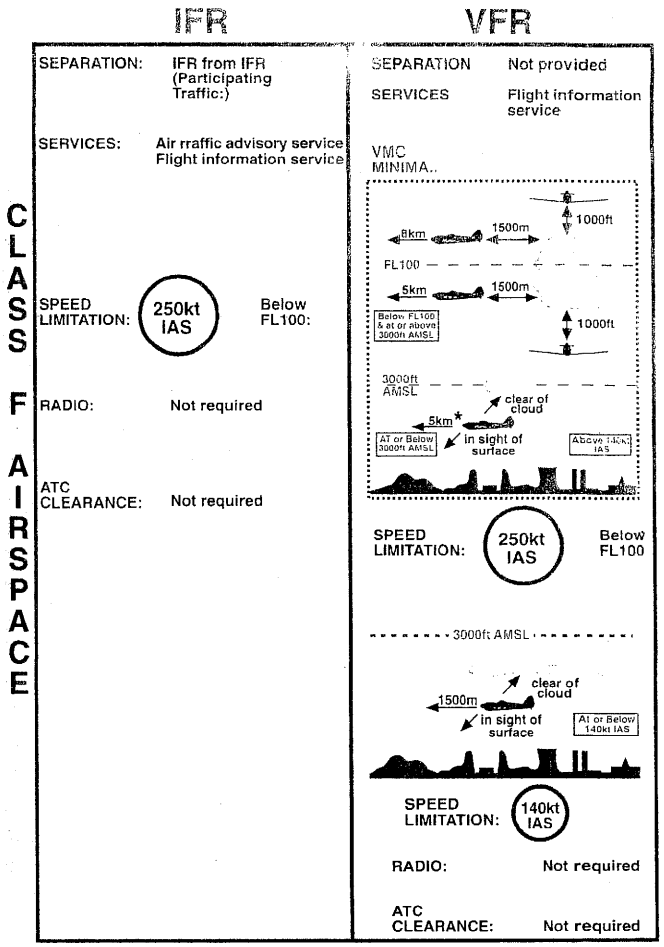


fig L16

EAL181(D)

Class 'D' Airspace (Controlled) *Rules 25 & 27.* See fig L17.

VMC Minima in Controlled Airspace (Class D Airspace)

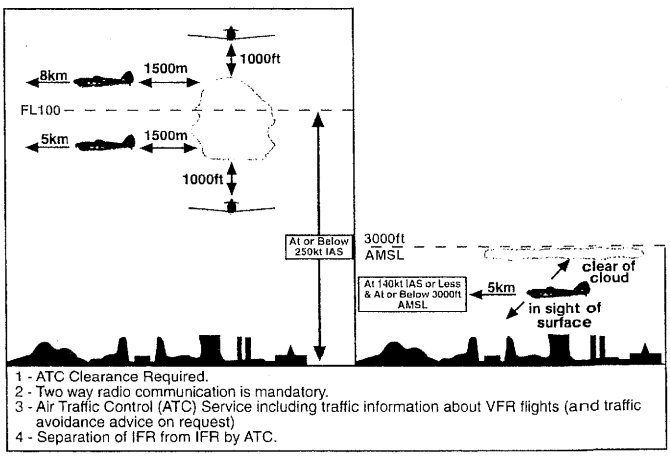


fig L17

At or above FL100 - 8km forward visibility. 1500 metres horizontally and 1000 feet vertically clear of cloud.

Below FL100 - 5km forward visibility, 1500 metres horizontally and 1000 feet vertically clear of cloud.

At or below 3000ft amsl at or below 140kt indicated airspeed: 5km forward visibility, clear of cloud and in sight of the surface.

Class 'E' Airspace (Controlled) Rules 25. See fig L18.

At or above FL100 - 8km forward visibility, 1500 metres horizontally and 1000 feet vertically clear of cloud.

Below FL100 - 5km forward visibility, 1500 metres horizontally and 1000 feet vertically clear of cloud.

At or below 3000ft amsl at or below 140kt indicated airspeed: 5km forward visibility, clear of cloud and in sight of the surface.

ANO Section 2 Rule 25 para 2b

VMC Minima in Controlled Airspace
(Class E Airspace)

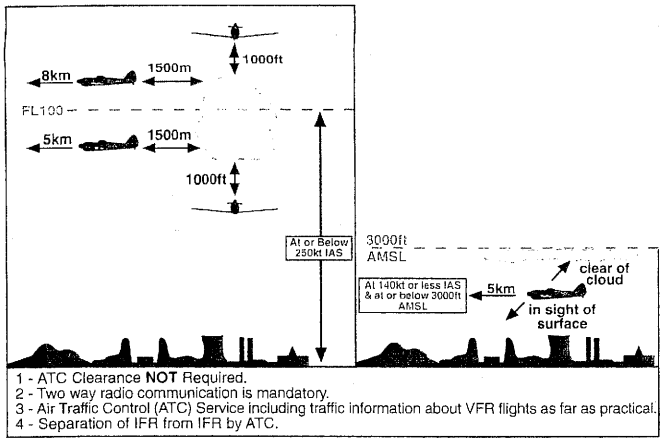


fig L18

EAL182(C)

Altimeter Setting Region (ASR): defines an area for which there is an hourly forecast MSL pressure or QNH made available to pilots. The UK. is divided into twenty such ASRs and each ASRs hourly forecast ***regional pressure setting*** is based upon the lowest forecast pressure for any part of that particular region. This pressure setting is used as a QNH, its purpose to provide adequate terrain clearance and safe vertical separation from other flights whilst en-route. Generally, as they are the lowest forecast pressures for individual regions, when set on an altimeter sub-scale, the altimeter will underread the true altitude thus guaranteeing the calculated terrain clearance.

A forecast pressure setting is valid for one hour, based on whole hours UTC and made available on the hour, one hour before becoming valid. Some cross country flights may involve routing through more than one ASR which would require up dating the altimeter sub-scale when changing from one hour to the next or transiting ASR boundaries.

EAL183(B)

Single pilot single engine class ratings are valid for two years.

JAR FCL 1 Sub part F 1.245 (c)

EAL184(D)

An aeroplane operator shall establish procedures to ensure that the nearest appropriate authority is notified by the quickest available means of any accident involving the aeroplane, resulting in serious injury (as defined in ICAO Annex 13) or death of any person or substantial damage to the aeroplane or property.

The pilot in command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the aeroplane that results in serious injury or death of any person or substantial damage to the aeroplane or property.

ICAO Annex 6 Ch3 .4

EAL185(A)

Within the UK. a PPL holder may fly an aeroplane for the purpose of aerial work which consists of:

(aa) towing a glider in flight; or

(bb) a flight for the purpose of dropping of persons by parachute;

in either case, in an aeroplane owned or operated under arrangements entered into by a club of which the holder of the licence and any person carried in the aircraft or in any glider towed by the aircraft are members.

ANO Schedule 8 (12) a (ii)

JAR FCL Ratings for Special Purposes:

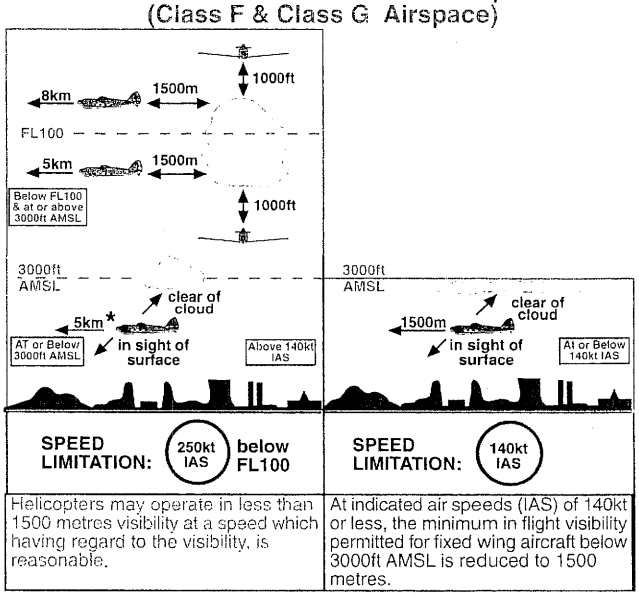
Ratings for special purposes associated with PPL (A) such as IMC flying, towing, aerobatics, dropping of parachutists, etc.) may be established by the Authority in accordance with the requirements of that JAA Member State's airspace. The use of such a rating in another JAA Member State's airspace requires the prior agreement of the State's visited.

JAR-FCL 1.115

EAL186(B)

1500 metres in flight visibility and clear of cloud. See fig L19.

VMC Minima in Uncontrolled Airspace
(Class F & Class G Airspace)



Class **F** Airspace: Separation IFR from IFR - participating traffic: + Air Traffic Advisory Service & Flight Information Service

Class **G** Airspace: Separation not provided: + Flight Information Service.

Class **F** and **G** Airspace - Radio is not mandatory.

Note: In Class **F** and Class **G** airspace, a Flight Information Service is available to all flights.

A Radar Advisory Service (RAS), is available to all IFR flights.

Pilots are urged to make use of these services details of which are published in the UK AIP:

fig L19

EAL187(D)

Private Pilot's Licence (Aeroplanes) JAR FCL

Privileges:

S/ he shall not:

unless her/ his licence includes an instrument rating (aeroplanes) or an instrument meteorological conditions rating (aeroplanes), fly as pilot in command of such an aeroplane:

(i) on a flight outside Controlled Airspace when the flight visibility is less than 3 km.

ANO Section 1 Schedule 8- 2(c) (i)

Private Pilot's Licence (Aeroplanes) National PPL

Prohibitions on flight in specified conditions.

(5) S/ he shall not fly:

(a) as pilot in command of such a simple single engine aeroplane on a flight outside controlled airspace when the flight visibility is less than 5 km;

ANO Section 1 Schedule 8- 5(a)

EAL188(A)

'Distress phase'

There is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger.

ICAO Annex 12 definitions.

EAL188(A)

'Distress phase'

There is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger.

ICAO Annex 12 definitions.

EAL189(A)

See EAL 100 fig L11.
A control zone is Controlled Airspace extending upwards from the surface of the earth to a specified upper limit.

ICAO Annex 11 definitions.

EAL190(C)

A SVFR flight is controlled with separation of flights being ATC's responsibility. However, the aircraft commander is responsible for obstacle terrain clearance.

EAL191(C)

Complete 12 hours of flight time to include 6 hours pilot-in-command and 12 take-offs and landings and a 1 hour training flight with a flight instructor within 12 months preceding the expiry of the rating.

JAR FCL 1.245