



2016 PPL/RPL/CPL BFR OPEN BOOK Questions

Holding a pilots licence at any level is a privilege, not a right. As the holder of a pilots licence therefore, it is your responsibility to honour this privilege by taking it seriously, and keeping your knowledge up to date, and updating it as opportunities present themselves. The Biennial Flight Review is one such opportunity. The questions are designed to refresh knowledge you would have originally gained during flight training but perhaps haven't used since, and update your knowledge on new rules, or flying techniques, introduced since your last BFR. The BFR is by definition a dual exercise, so there is no pass/fail as such, but you must demonstrate competence in all the exercises. The BFR does not need to be completed in one flight, but as many flights as is necessary to complete the details, and can be combined with some upgrade training, such as a type rating.

Terrain and Weather Awareness Training was introduced into the PPL syllabus in 2011, and Threat and Error Management (TEM) training has been formalised, and is an assessed competency. The Threat and Error Briefing is available on our website, in the training section, and will be discussed if you have not already had the briefing.

Information on Mountain Flying/Terrain Awareness is available from the 3 CAA CD/DVDs and our mountain flying ground course.

The CAA form for the BFR is on www.caa.govt.nz/Forms/24061-11.pdf

As an open book exam, any questions not able to be answered will be discussed during the BFR, as well as any other questions you may have. Please download the NOTAMS and weather for the day of your flight to present, along with your licence and up to date logbook.

I hope you find the BFR process beneficial and enjoyable, and gives you confidence in your future flying.

Cheers Bill.

METAR NZHN 100600Z 330/11KT 30KM RASH SCT006 BKN 030 07/06 Q1001
TEMPO 1722 200M FG

Using the above weather statement, answer the following questions.

1. Calculate the pressure altitude?
2. Calculate the crosswind and headwind components on runway 36?
3. What type of weather report is it? How often are they issued?
4. What local date and time was the report issued?
5. What is the wind direction and speed? Is the direction °M or °T?
6. What is the visibility? What is causing the reduced visibility?
7. What is the cloud amount and base? Is it legal to operate in the HN CTR in these conditions?

8. What is the temperature? What is the dewpoint?
9. What does Q1001 mean?
10. Translate into plain language "TEMPO 1722 200M FG".
11. Using the conditions in the METAR, what are the required takeoff and landing distances at NZHN in the aircraft being used for the BFR?
12. Fill the gaps in the table below. (PA-18, If using your own a/c change as needed, if a 4 seat aircraft carry pilot and 3 pax.)

A/C empty weight	1045 lbs	
Pax	200 lbs	
Pilot	170 lbs	
Bags	50 lbs	
Fuel	? lbs	
AUW	? lbs	
Fuel	? litres	
Fuel	? hours	

13. With the load above, where does the CofG fall?
14. Fill in the gaps in the table below

Track °T	Wind °T	VAR	Hdg °M	Dev °M	Hdg °C	G/S	Dist	EET
110	330/12	19E	?	10e	?	75	114	?

15. If you see an aircraft approaching from the left at the same altitude, who has right of way?
16. What does the green arc on the ASI signify? What is the IAS Green range for your aircraft?
17. What does the yellow arc on the ASI signify? What is the IAS Yellow range for your aircraft?
18. What does the red line on the ASI mean? What is the Red Line value for your aircraft?

19. What do the following stand for and what are their values? (specify the relevant figures for your aircraft at MAUW).

VFE _____ mph _____

VA _____ mph _____

VNO _____ mph _____

VY _____ mph _____

VX _____ mph _____

VSO _____ mph _____

VS1 _____ mph _____

20. How would you know if the generator/alternator had failed?

21. List (in order) the actions you would take in the event of an engine fire while taxiing:

22. An aircraft leaves an aerodrome at 07:10 hours to fly to another airfield 185nm away. The calculated groundspeed is 105 kt. What will be the ETA at the destination?

23. Detail your actions if you were to observe a high oil temperature in flight:

24. a. What are the symptoms of carburettor icing?

b. Describe how and when Carb Heat should be used.

25. In the previous question, if the engine runs rougher when you apply carb heat, what would your subsequent actions be?

26. Detail in the order in which you would execute them, the actions you would take in the event of a cabin fire during flight.

Threat and Error Management

27.. Name three threats you might encounter in flight. How would you mitigate those threats?

28.. Name three errors that may occur in flight

Law & Rules

29. Name 3 documents that must be carried on VFR flights within NZ?

30. What are the currency requirements for a PPL/RPL/CPL if your BFR has expired?

31. What are the privileges of a PPL/RPL/CPL? (as appropriate)

32. What time will ECT be at Hamilton on 21st of January, local time?

33. What frequency would you use to talk to Flight Information when operating in the Whakatane area?

34. What is a MBZ? What are the requirements for entry into an MBZ? Give an example of an MBZ in the South Island: What are the upper and lower limits of the airspace you chose?

35. When would 7600 be useful to the pilot?

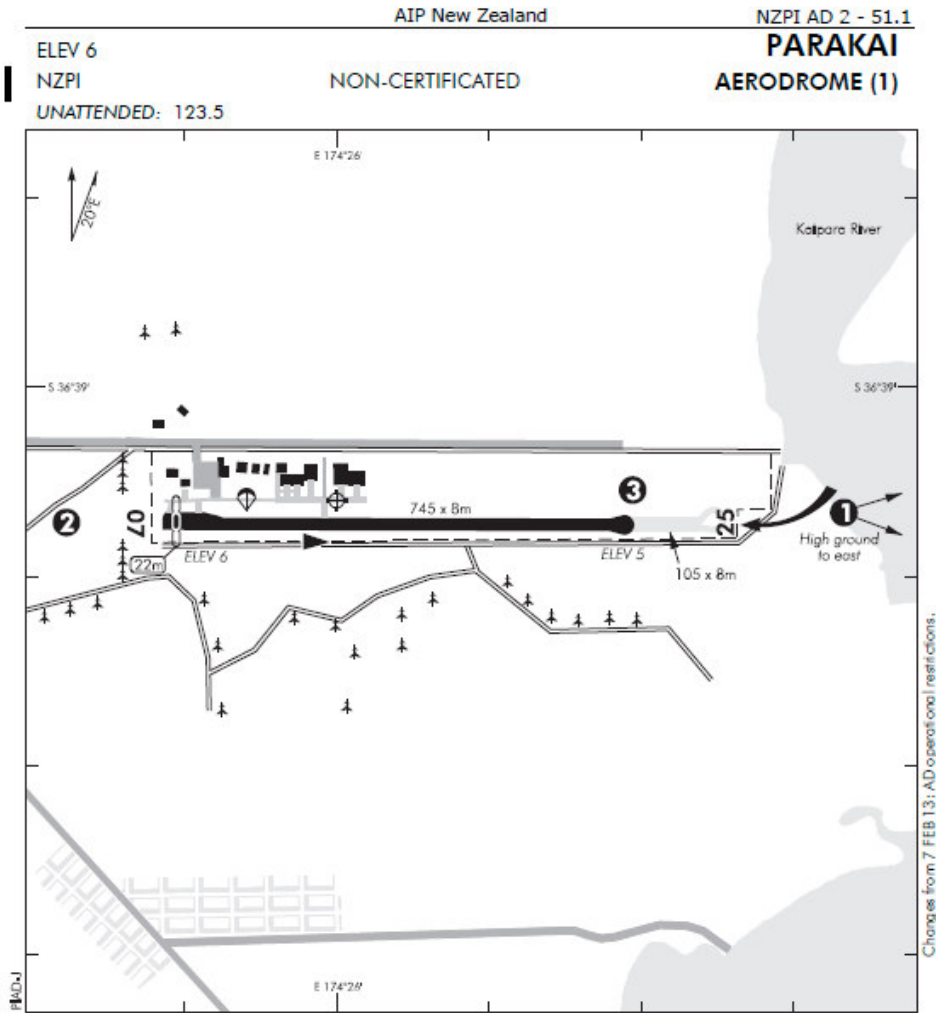
36. Where would you look to find the hours of operation of Palmerston North ATC?
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37. What is the minimum height you may fly over Taupo City?
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38. When planning a VFR flight in an aeroplane, you must plan to have (45 / 30 / 25) minutes of fuel on board upon reaching the first point of intended landing by day and (45 / 30 / 25) by night.
39. Following a radio failure in your aircraft you are given a green light from the tower when you are downwind at a controlled aerodrome, this signal means?
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Taildragger Lore

40. When should you use a sealed runway in a tailwheel aircraft? What special hazards, if any, should you consider first?
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41. Describe how you should hold the controls on the ground when turning from South to North with a 15 knot Easterly wind. Would you turn Left or Right? Why?
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42. What is the preferred taildragger landing technique for landing in a crosswind? (3 point or wheeler).
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Continued Over

43. You are approaching Parakai airfield from the north. Draw on the chart below the standard overhead rejoin procedure if the wind is coming from the 110°T 15kt. Indicate positions where radio calls should be made, and the QNH altitudes you would be at on each of the legs.



- 1 CAUTION: High ground to the east. Mandatory turn on reaching river after take-off RWY 07.
- 2 Open drains close to taxiways and aircraft manoeuvring areas.
- 3 CAUTION: Bump between grass and seal.
- 4. Circuit directions: RWY 07 — Left hand
RWY 25 — Right hand
- 5. Circuit altitude: 80 kt and above 1000 ft
Below 80 kt 500 ft
- 6. Aircraft should report joining intentions at least 3 NM out.
- 7. Aircraft should not land on either runway while there are canopies below 1000 ft.
- 8. Aircraft should not operate on the ground while there are canopies below 1000 ft.
- 9. Aircraft should not continue to taxi or land until all parachutists are on the ground, with their canopies deflated, under control and clear of the runway.

(continued)

NZPI AD 2 - 51.2 AIP New Zealand
PARAKAI AERODROME (2)

- 10. Deviations may be available for specific operators if submitted to and accepted by the aerodrome safety committee.
- 11. NORDO operations prohibited, unless with prior approval.
- 12. All pilots should avoid using the overhead join procedure at Parakai aerodrome due to the presence of parachute operations.
- 13. Grass areas unusable MAY through OCT and after heavy rain. Stay on paved and metalled areas.
- 14. Caution on unpaved areas at all times.