

62. Select any/all that apply. A light aircraft with an MTOW of 1,500 kg is ready to take off from a runway 1,700 metres long at a non-controlled aerodrome. The pilot in command must not commence the take-off unless the preceding light aircraft weighing 1,250 kg (MTOW):
- has commenced a turn.
 - is airborne, and is at least 600 metres ahead of the proposed take-off point.
 - has crossed the upwind end of the runway.
63. Your aircraft suffers a bird strike resulting in damage to a navigation light. As pilot in command you are required to submit:
- an immediate verbal report followed by a written report to the Regional Office of the CASA.
 - a written report of the incident to the nearest CASA unit within 24 hours.
 - a written report to any airways operations unit or office of the Australian Transport Safety Bureau (ATSB) within 72 hours.
 - a radio broadcast on the area frequency informing other aircraft of the presence of birds in the vicinity, and on landing, make an endorsement in the maintenance release.
64. Which of the following would not be considered an environmental threat?
- Traffic congestion at an aerodrome
 - High terrain along a flight path
 - A maintenance issue with the aircraft
 - A delay caused by air traffic control
65. An example of an environmental threat is:
- a weather-related event.
 - a maintenance event or error.
 - ground handling event or error.
 - dispatch error

52. **Answer B.** There will also be updrafts and downdrafts in the rotor zone.
53. **Answer B.** There is no precipitation from cirrus cloud.
54. **Answer D.** Refer to AIP ENR 1.12 para 2.1.3 (c).
55. **Answer C.** The term 'cold front' always implies a fast moving cold front. If the front is slow moving, it will be called a 'slow moving cold front.'
- Overcast nimbostratus cloud and heavy rain are characteristics of a slow moving cold front.
 - Low stratus cloud and widespread drizzle are characteristics of a slow moving cold front.
 - Broken cumulus and cumulonimbus cloud and rain showers are characteristics of a cold front.
56. **Answer D.** AVTUR is not octane rated (i.e. ability to resist detonation). It will almost certainly produce detonation in a gasoline engine.
57. **Answer D.** AVTUR is not coloured during manufacture but may appear 'straw' coloured at times.
58. **Answer D.** Noise induced hearing loss results from over stimulation of hairs in the cochlea. Continued over-stimulation can destroy the hair cells.
59. **Answer A.** Hyperventilation is a natural response to anxiety either as part of the flight or as part of a fight response to a threat. Uncontrolled, it has adverse effects.
60. **Answer A.** Carbon monoxide is part of the exhaust gases produced by the engine. Normal cabin heating in light aircraft is by means of a shroud around the exhaust so a faulty exhaust system may allow carbon monoxide into the cabin.
61. **Answer D.** Family history of premature heart disease is widely accepted as the most serious risk factor.
62. **Answer A, B & C.** Refer to AIP ENR 1.1 para 9.3.1 (a).
63. **Answer C.** Reporting a bird strike or even a near-miss with a bird is mandatory, if the damage is considered minor as in this question, then it is to be treated as a routine reportable matter (RRM) and a written report is mandatory. This must be submitted to the ATSB within 72 hours. The written report required to be submitted is the Air Safety Accident or Incident Report (ASAIR) format. AIP ENR 1.14 para 4.8.4: Birdstrike – is considered an "Environmental Related Aircraft Incident (external)". Para 3.1.2

considers the above to be a RRM. And finally, para 2.4.4: RRM only require a written report to be submitted within 72 hours.

64. **Answer C.** A maintenance issue with an aircraft is one example of an organisational threat - whereas the others are examples of environmental threats.
65. **Answer A.** Environmental threats occur due to the environment in which flight operations take place. Some environmental threats can be anticipated and some will arise without warning. All have to be addressed by flight crews and not be allowed to lead to errors. A weather event is an example of this. Additional environmental threats include traffic congestion, runway contamination and high terrain.