

**GLIDING NEW ZEALAND
QUALIFIED GLIDER PILOT CERTIFICATE
AIR LAW EXAMINATION**

Time Allowed: 1 Hour

INSTRUCTIONS:

1. Do not write on this examination paper.
Write only on the answer sheet provided.
2. On the answer sheet, enter your name, date, club and paper number.

This is a SAMPLE Air Law Exam.

3. Questions are of the multiple choice answer type and are to be answered by placing a cross on the answer sheet and over the appropriate letter (A, B, C or D) at the number corresponding to the question.
eg. 7. A. B. C. D.
4. If you make an error and wish to change your choice of answer, circle the error and place a cross on the new answer chosen.
eg. 7. A. B. C. D.
5. The paper consists of twenty questions. Read all the questions carefully before making your choice of the most correct answer. To attain a pass you must answer correctly at least fourteen questions.
6. You must return both the examination paper and the answer sheet to the supervisor at the completion of the exam.
7. If you consider any aspect of this examination requires amendment or can be improved upon, please do not hesitate to advise the National Operations Officer.

Tips On Exam Technique

1. This is a multi choice exam where you have 4 possible answers. Only one will be completely correct. The other answers may range from being partly or nearly right to being obviously wrong!
2. Read all the answers before committing yourself to the answer you consider correct.
3. Work out how much time to allow for each question then keep track of time.
4. Don't get hung up on one particular question; move on and complete those you are confident you know the right answer then come back to those you left.

AIR LAW

1. Immediate notification to CAA of a glider accident involving serious injury to the pilot at weekends or on public holidays must be made by:
 - (a) Calling 111 and asking for CAA Accident Services.
 - (b) Informing the nearest Air Traffic Services unit asking they advise CAA.
 - (c) 24 Hour Toll Free phoning or faxing CAA “as soon as practicable” after the accident.
 - (d) Informing the Police who then advise CAA.

2. When rapid promulgation of information concerning the safe and efficient operation of aircraft is required, the Airways Corporation of NZ (ACNZ) issues:
 - (a) A Notice to Airmen (NOTAM).
 - (b) An amendment to the Aeronautical Information Publication (AIP).
 - (c) An Aviation Information Circular (AIC).
 - (d) An INFOP (Information to Pilots).

3. For details of the General Aviation Areas (GAA’s) that are available for glider flying and airspace organisation below 9500 ft in the vicinity of major airports a pilot should study :
 - (a) An Enroute chart (ERC).
 - (b) A map of Danger and Restricted areas.
 - (c) The NZMS 242 series maps.
 - (d) The appropriate Visual Terminal Chart (VTC).

4. You are in a glider at 6800 ft (which is over 1000 ft above terrain) in Class G uncontrolled airspace. The Met Minima required to maintain VFR ops is:
 - (a) A flight visibility of 8 km; distance from cloud of 2 km horizontally and 1000 ft vertically.
 - (b) A flight visibility of 8 km; clear of cloud and in sight of terrain.
 - (c) A flight visibility of 5 km; 2 km horizontally and 500 ft vertically below cloud.
 - (d) A flight visibility of 5000 meters; clear of cloud and in sight of the surface.

5. As a Qualified Glider Pilot, when does your medical declaration require updating or renewal?
- (a) Annually on your birthday.
 - (b) When a change in your health affects the validity of your declaration and certificate.
 - (c) Every 5 years up to age 55 then annually on your birthday.
 - (d) Every 2 years when you do your Biennial Flight Review.
6. In a glider's Technical Log, the Release to Service statement can be certified by:
- (a) A Qualified Glider Pilot or any person holding a NZGA C Certificate.
 - (b) An Engineer approved by the NZGA.
 - (c) Any certified gliding instructor.
 - (d) Both (a) and (b).
7. A Qualified Glider Pilot may:
- (a) Fly without reference to their Club / Affiliate.
 - (b) Fly any two seat glider with a passenger.
 - (c) Carry a passenger in a glider provided the glider type, launch method and control seat position are specified and endorsed in the pilot's logbook.
 - (d) Fly on a planned cross country flight provided they have completed out landing training within the previous 12 months.
8. Outside Controlled airspace and below 3000 ft a glider pilot must:
- (a) Maintain a vertical separation from cloud of 500 ft and have 5 km inflight visibility.
 - (b) Stay at least 1000 ft horizontally clear of cloud.
 - (c) Maintain a horizontal separation from cloud of 2 km and a vertical separation of 500 ft.
 - (d) Remain clear of cloud, in sight of the surface and have a flight visibility of at least 5 km.

9. The following are the documents that must be carried in a glider at all times:
- (a) DI Book with valid Tech Log, Radio Licence and Airworthiness Certificate.
 - (b) Flight Manual, Airworthiness Certificate, DI Book and Glider Logbook.
 - (c) The Radio Licence (if radio or transponder equipped), Tech Log, and Certificate of Airworthiness with a current Maintenance Release attached.
 - (d) Flight Manual (if not exempted per CAR Part 104.9), current Airworthiness Certificate, a valid Technical Log / DI Book and the Aircraft Radio Station Approval (if radio equipped).
10. The dropping of objects from an aircraft is covered in Rule Part 91. You have a full "pee bag" you wish to throw overboard. You should:
- (a) Take all reasonable precautions to ensure dropping the bag does not endanger persons or property.
 - (b) Throw it out above 3000 ft so it has time to harmlessly disperse before reaching the ground.
 - (c) Not throw the bag out as it contravenes the Rule.
 - (d) Only throw it out if it is an NZGA approved biodegradable bag.
11. When carrying a passenger, the Pilot-in-Command is responsible for ensuring they are briefed on:
- (a) The location and means of opening normal and emergency exits.
 - (b) Procedures in case of an emergency landing.
 - (c) The correct procedures and method of wearing the seat straps.
 - (d) All of the above.
12. As Pilot-in-Command you are responsible for ensuring any parachute carried in your glider:
- (a) Is of an approved type under Rule Part 42.
 - (b) Is in compliance with Rule Part 91 and App. A.25; is in a safe condition, has been maintained by an approved person and has a current packing certificate.
 - (c) Has not been used within the preceding 90 days.

- (d) Is fitted with a D ring and security red ties to check if it has been deployed.
13. Is an Incident Report (NZGA Form OPS 10, previously FS 1) required in the event of a gear up landing?
- (a) Yes in all cases regardless of whether there is damage or injury.
 - (b) Only if there is damage that requires repair
 - (c) No if it was only a case of forgotten Pre-landing checks.
 - (d) Only if it is in a club owned glider.
14. The accuracy of a Manual of Approved Procedures can be checked by:
- (a) Checking the amendment status against that of the master document on the CAA website.
 - (b) Checking the dates at the bottom of the page with the amendment page in the front of the manual.
 - (c) Checking the amendment status against that of the master document on the NZGA website.
 - (d) Any of the above.
15. If a new launch procedure is thought of at your club you can trial it:
- (a) Only after receiving written approval from the National Operations Officer.
 - (b) After written approval from a B Category Gliding Instructor.
 - (c) Provided the flight is authorised by an instructor.
 - (d) Only after advising your CFI.
16. Individual pilots must keep their own:
- (a) Record of Training for 3 years after completion.
 - (b) Medical Declaration and give a copy to their CFI for record keeping purposes.
 - (c) Copies of all BFRs completed.
 - (d) Certified copy of all Pilot Medicals for 2 years.

17. CAR Part 104.9 allows a glider to be flown without the Flight Manual on board provided:
- The Flight Manual is available for pre-flight planning.
 - A certified copy of the Flight Manual is carried.
 - Cockpit decals provide all the reference information necessary for a pilot to safely operate the glider.
 - Both (a) and (c) are satisfied.
18. Flying a glider in cloud is permitted if:
- You are wearing a parachute and know how to use it.
 - (a) plus the pilot is rated for cloud flying and the glider is certified for flight in IMC.
 - It is conducted in an NZGA Cloud Flying Area (CFA).
 - The pilot is rated for cloud flying and the glider's Airworthiness Certificate permits it.
19. The Pilot-in-Command of a glider is responsible for:
- The safety of the glider and for compliance with NZ CARs, Regulations and NOTAMS.
 - Ensuring the glider is airworthy prior to flight.
 - Ensuring they are appropriately qualified to conduct the operation being undertaken.
 - All of the above.
20. You are completing a cross-country flight and plan to do a final glide and competition finish. You must:
- Cross the active vector at 90 degrees.
 - Not maneuver the glider within 200 ft. of people, vehicles, aircraft or equipment on the ground during the execution of the maneuver.
 - Not descend below 20 ft during any part of the maneuver.
 - Only descend below 50 ft if executing the finish down the active vector and circuiting around to land on the same vector.

Answers to Law questions:

Question	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Answer	C	A	D	C	B	D	C	D	D	A	D	B	A	C	A	B	D	B	D	B