New Zealand CPL Air Law Aeroplane Practice Exam (Sample)

Study Guide

Everything you need from our exam experts!

Questions

1. What body is responsible for setting international civil aviation standards?

A. CAA

B. ICAO

C. ASL

D. Met Service

2. What flight condition allows helicopters to operate closer to cloud in Class G airspace?

A. Flying above 3000 ft

B. Flying at specified speed requirements

C. Daylight only

D. On visual flight rules only

3. What is a requirement for holding a Commercial Pilot License (CPL)?

A. Must have pilot experience of at least 150 hours

B. Must be at least 21 years old

C. Must pass a flight test with an examiner

D. Must hold a Class 2 medical certificate

4. What is the purpose of the performance group rating system for runways?

A. To determine passenger capacity

B. To establish runway use under abnormal conditions

C. To help pilots assess normal runway length requirements

D. To rate aircraft performance

5. What must be done if any defect is found during a flight check?

A. Notify the director immediately

B. Record it in the Technical Log

C. Repair it before the next flight

D. Ignore it if it’s minor

6. At what age must one be to apply for a Student Pilot Permit (SPP)?

A. 15 years old

B. 16 years old

C. 17 years old

D. 18 years old

7. What is required when flying more than 30 minutes away from shore?

A. Only a life jacket for each passenger

B. Approved radio navigation equipment and life jackets

C. No requirements if above 1000 ft

D. Emergency flares only

8. Which English language proficiency level is valid for the longest duration?

A. Level 4

B. Level 5

C. Level 6

D. None of the above

9. What do Advisory Circulars provide?

A. Emergency procedures only

B. Financial regulations

C. Standards and practices in CA rules

D. Guidelines for pilot training

10. In the context of commercial transport operation, what is the main purpose of carrying passengers?

A. To provide leisure travel options

B. To conduct emergency drills

C. To perform duties associated with the operation

D. To assist cargo transport

Answers

1. B
2. B
3. C
4. C
5. B
6. B
7. B
8. C
9. C
10. C

Explanations

1. What body is responsible for setting international civil aviation standards?

A. CAA

B. ICAO

C. ASL

D. Met Service

The body responsible for setting international civil aviation standards is the International Civil Aviation Organization (ICAO). This specialized agency of the United Nations plays a crucial role in establishing the rules and regulations that govern international air navigation and develop the principles and techniques of international air transport. ICAO creates policies and standard practices that member countries are encouraged to adopt to ensure safe and orderly aviation operations across the globe. This includes a wide range of regulations covering flight operations, safety, security, and environmental standards that are essential for maintaining consistency and safety in international aviation operations. Other choices such as the Civil Aviation Authority (CAA) and Met Service serve different roles. The CAA typically focuses on national aviation regulatory frameworks and enforcing local aviation laws but does not set international standards. The Met Service provides meteorological support and weather information, which is vital for flight safety but does not involve the setting of aviation standards.

2. What flight condition allows helicopters to operate closer to cloud in Class G airspace?

A. Flying above 3000 ft

B. Flying at specified speed requirements

C. Daylight only

D. On visual flight rules only

Helicopters have the unique capability of operating under specific conditions that can allow them to fly closer to clouds in Class G airspace. One such condition involves adhering to specified speed requirements. When a helicopter is flying at or below a certain speed, it can maneuver more allows for better visual reference outside the aircraft. This helps the pilot maintain situational awareness, even when flying closer to cloud cover. Flying at these specified speeds may be linked to the helicopter's ability to maintain controlled flight while being aware of surrounding obstacles or terrain, which is especially critical in conditions close to cloud cover. The precision required in speed often allows for more agile response to any changes in flight conditions. In contrast, the other options relate to different regulatory factors. For instance, flying above 3000 ft typically applies to different operational protocols and does not specifically grant helicopter pilots closer clearance to clouds. Daylight operations are often a requirement for visual flight rules but do not solely pertain to helicopter operation near clouds. Similarly, flying under visual flight rules (VFR) can encompass a range of conditions that are not strictly linked to additional proximity to clouds. The essence of the correct answer lies in the operational flexibility that specific speed conditions provide for helicopter pilots while navigating near clouds.

3. What is a requirement for holding a Commercial Pilot License (CPL)?

A. Must have pilot experience of at least 150 hours

B. Must be at least 21 years old

C. Must pass a flight test with an examiner

D. Must hold a Class 2 medical certificate

Holding a Commercial Pilot License (CPL) requires several specific criteria to ensure that pilots have the necessary skills and knowledge to operate aircraft professionally. One of the essential requirements is that an applicant must successfully pass a flight test conducted by a certified examiner. This flight test is critical as it assesses the pilot's proficiency in various flying manoeuvres, situational awareness, and ability to handle the aircraft under different conditions. Passing this flight test demonstrates that the applicant not only understands aviation theory and regulations but can also apply this knowledge in practical situations. It provides assurance that the pilot can operate safely and competently, which is paramount for commercial operations where safety and professionalism are crucial. Other requirements for obtaining a CPL may include having a certain amount of pilot experience, meeting age requirements, and holding a medical certificate, but successfully passing the flight test is a definitive step that validates the pilot's operational ability before they can be licensed.

4. What is the purpose of the performance group rating system for runways?

A. To determine passenger capacity

B. To establish runway use under abnormal conditions

C. To help pilots assess normal runway length requirements

D. To rate aircraft performance

The performance group rating system for runways is designed to assist pilots in assessing normal runway length requirements for takeoff and landing operations. This system provides crucial information about the characteristics of the runway, including its length, width, and any surface conditions that could affect aircraft performance. By understanding these requirements, pilots can make informed decisions about whether an aircraft can safely operate on a given runway, considering factors such as aircraft weight, weather conditions, and the specific performance capabilities of their aircraft. In addition to evaluating the runway length needed for safe operations, the performance group rating helps ensure compliance with safety protocols, thereby reducing the risk of runway overrun incidents. This aspect underlines the importance of having the right information to optimize flight safety and performance. Other options, while relevant to different aviation concerns, do not directly address the function of the performance group rating system as it relates specifically to runway length and operational safety for pilots.

5. What must be done if any defect is found during a flight check?

A. Notify the director immediately

B. Record it in the Technical Log

C. Repair it before the next flight

D. Ignore it if it's minor

When a defect is discovered during a flight check, it is essential to record it in the Technical Log. This documentation plays a crucial role in ensuring the airworthiness of the aircraft and maintaining a clear history of its condition. By logging defects, maintenance personnel can track recurring issues, perform necessary repairs, and comply with regulatory requirements set forth by aviation authorities. Recording the defect ensures that any subsequent inspections or maintenance procedures can take the defect into account, allowing for appropriate actions to be taken. This safeguarding measure is vital for the safety of the flight and the passengers, as it contributes to the overall maintenance management of the aircraft. Capturing the defect in the Technical Log also serves to inform other crew members and maintenance personnel about the status of the aircraft, ensuring they have all pertinent information for decision-making in future operations.

6. At what age must one be to apply for a Student Pilot Permit (SPP)?

A. 15 years old

B. 16 years old

C. 17 years old

D. 18 years old

To apply for a Student Pilot Permit (SPP) in New Zealand, an individual must be at least 16 years old. This age requirement ensures that applicants are mature enough to handle the responsibilities and challenges associated with piloting an aircraft, even under supervision. The SPP allows individuals to start their flight training and gain experience under the guidance of a certified instructor while preparing to meet the subsequent requirements for a full pilot license. Understanding the age threshold is important as it aligns with safety regulations that govern pilot training and underscores the crucial aspect of maturity and decision-making in aviation.

7. What is required when flying more than 30 minutes away from shore?

A. Only a life jacket for each passenger

B. Approved radio navigation equipment and life jackets

C. No requirements if above 1000 ft

D. Emergency flares only

When flying more than 30 minutes away from shore, it is essential to have approved radio navigation equipment and life jackets for each passenger on board. This requirement is in place to enhance safety during over-water flights, where the risk of emergency situations may necessitate navigation support and survival equipment. The requirement for approved radio navigation equipment ensures that pilots can maintain communication with air traffic control and navigate accurately, increasing the likelihood of safe operation and effective handling of emergencies. Life jackets are critical for passenger safety in case of a water landing or ditching, providing the necessary flotation device for survival until rescue can be arranged. The inclusion of these two elements—navigation equipment and life jackets—represents a comprehensive approach to safety in areas where access to land is limited. This contrasts with other options that suggest either inadequate safety measures or do not take into account the risks associated with distances over water, thus emphasizing the importance of preparedness when venturing far from shore.

8. Which English language proficiency level is valid for the longest duration?

A. Level 4

B. Level 5

C. Level 6

D. None of the above

The answer indicating Level 6 as the English language proficiency level valid for the longest duration is correct because, according to the standards set by the International Civil Aviation Organization (ICAO), Level 6 proficiency indicates a full operational command of the language. This level signifies that an individual can communicate effectively in any operational environment, with comprehension of complex language and nuanced implications. As a result, aviation personnel who are assessed at Level 6 are generally not required to undergo further proficiency testing for a longer period, typically demonstrating that their language skills are adequate for aviation communications. This contrasts with lower levels, such as Level 4 and Level 5, which have shorter validity periods and may necessitate re-evaluation depending on the regulatory body or specific operational requirements. Hence, Level 6 holds the longest duration validity, signifying an advanced and stable proficiency that meets the stringent demands of aviation safety and communication.

9. What do Advisory Circulars provide?

A. Emergency procedures only

B. Financial regulations

C. Standards and practices in CA rules

D. Guidelines for pilot training

Advisory Circulars (ACs) serve as important documents in aviation that outline standards, practices, and procedures relevant to Civil Aviation regulation. Specifically, they are produced by aviation authorities to provide guidance that promotes safety and efficiency within the aviation industry. By detailing standards and practices, ACs help ensure compliance with existing regulations while also offering recommendations based on best practices. This support enables pilots, operators, and maintenance personnel to understand and adhere to the expectations set by aviation authorities. The other choices do not align with the purpose of Advisory Circulars. Emergency procedures are typically covered in different regulatory materials and are not the main focus of ACs. Financial regulations are usually governed by separate financial authorities and have no direct relation to the operational guidelines provided in ACs. Lastly, while guidelines for pilot training are crucial, they are covered under specific training regulations rather than encompassed within the broader scope of Advisory Circulars, which address a wide range of topics beyond just training.

10. In the context of commercial transport operation, what is the main purpose of carrying passengers?

A. To provide leisure travel options

B. To conduct emergency drills

C. To perform duties associated with the operation

D. To assist cargo transport

The main purpose of carrying passengers in a commercial transport operation is to perform duties associated with the operation. This involves ensuring safe and efficient travel from one destination to another while providing necessary services to passengers. The focus is on the operational aspect of transporting people for a fee, which is fundamental to the commercial airline model. Carrying passengers goes beyond the act itself; it includes managing schedules, ensuring safety protocols are followed, and providing customer service. These responsibilities are essential for the successful functioning of a commercial airline, as they directly relate to the core business of transporting individuals efficiently and safely. In contrast, providing leisure travel options is just one aspect of the broader commercial operation and not the primary purpose. Conducting emergency drills is vital for safety and compliance but is part of the operational duties rather than its main goal. Assisting cargo transport may occur alongside passenger operations but is a separate function and not the principal reason for carrying passengers.