

EX 20D: NIGHT EMERGENCIES (1 of 2)

AIM: TO EQUIP THE PILOT WITH THE PROCEDURES AND SKILLS TO DEAL WITH EMERGENCIES AT NIGHT SAFELY

T&EM: LOOKOUT, EARLY DECISIONS, LIGHT SIGNALS, PRIORITISATION OF WORKLOAD, COCKPIT ORGANISATION

AIREX:

EXTERNAL LIGHT FAILURES

BEACON FAILURE / NAV LIGHT FAILURE

ARRANGE TO LAND AT AN AIRFIELD AS SOON AS IS PRACTICABLE
INFORM ATC

LANDING & TAXI LIGHT FAILURE

ARRANGE TO LAND AT AN AIRFIELD AS SOON AS IS PRACTICABLE, NORMAL LANDING TECHNIQUE
INFORM ATC "NEGATIVE LANDING LIGHT"

ALL LIGHT FAILURES

TAXI SLOWER THAN USUAL

FLY THE AIRCRAFT AS FIRST PRIORITY

INTERNAL LIGHT FAILURES

FLY THE AIRCRAFT AS FIRST PRIORITY

ALWAYS HAVE A TORCH / HANDY



POSITION TORCH TO ILLUMINATE ASI / ALT AS REQUIRED

NOT USING A COLOURED FILTER?
CARE NOT TO DAZZLE YOURSELF!

USING A COLOURED FILTER?
REMEMBER NOT ALL SYMBOLS ON THE CHART WILL SHOW UP

RADIO FAILURES

FLY THE AIRCRAFT AS FIRST PRIORITY

CHECK ALL CONNECTIONS & VOLUME, FREQUENCY SET CORRECTLY, TRY DIFFERENT FREQUENCY



OVERFLY RUNWAY IN USE, FLASH LIGHTS & REV ENGINE

FOLLOW LIGHT SIGNALS FROM ATC

MAINTAIN LOOKOUT



EX 20D: NIGHT EMERGENCIES (2 of 2)

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T&EM: LOOKOUT, EARLY DECISIONS, LIGHT SIGNALS, PRIORITISATION OF WORKLOAD, COCKPIT ORGANISATION

AIREX:

ENGINE FAILURE AT HEIGHT

STANDARD PROCEDURE TO BE USED

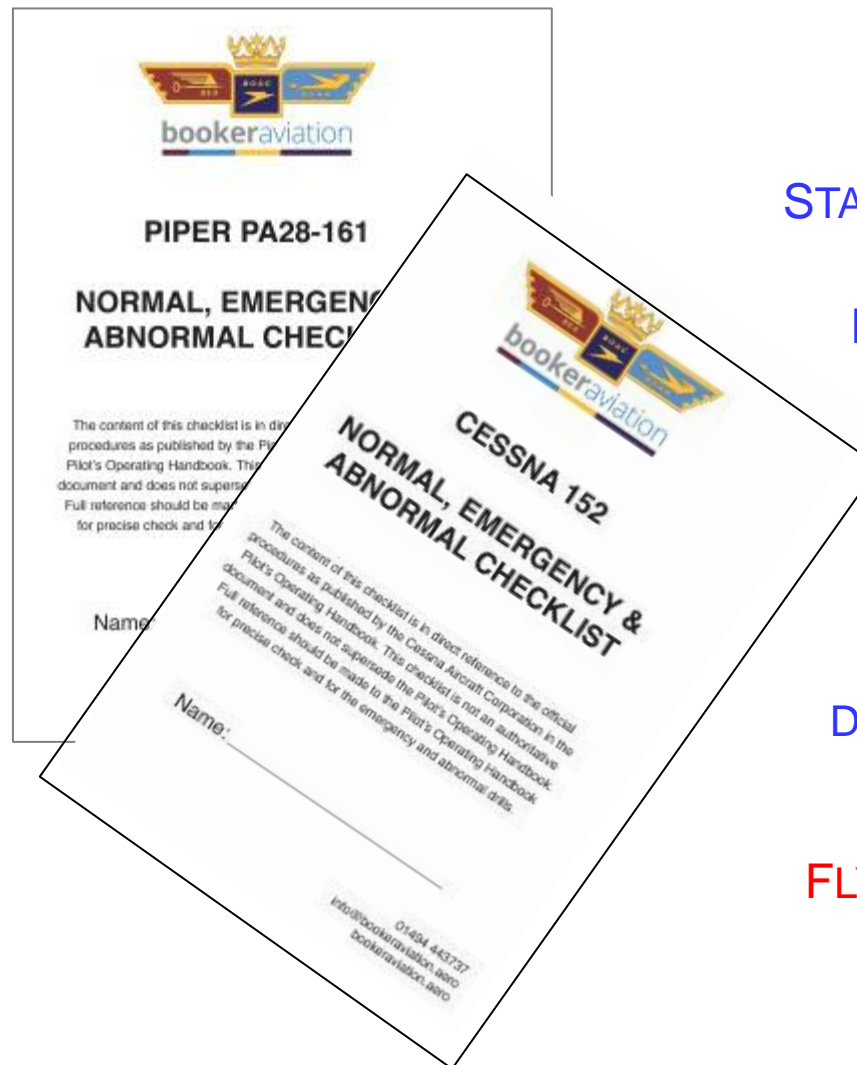
LOWERING INTENSITY OF INTERNAL LIGHTS WILL AID NIGHT VISION

AIM TO LAND IN A DARK AREA OR KNOWN AIRFIELD

DO NOT ATTEMPT TO LAND ON A ROAD!

FLY THE AIRCRAFT AS FIRST PRIORITY

LEARN THE PROCEDURE



ENGINE FAILURE AFTER TAKE-OFF

STANDARD PROCEDURE TO BE USED

LOWERING INTENSITY OF INTERNAL LIGHTS WILL AID NIGHT VISION

AIM TO LAND IN A DARK AREA OR KNOWN FIELD

RESEARCH AREA OF CIRCUIT DURING DAYLIGHT TO KNOW WHERE TO ATTEMPT LANDING

FLY THE AIRCRAFT AS FIRST PRIORITY
LEARN THE PROCEDURE

