

## Corrections to the IFR Workbook Edition 6

11. What is the estimated time enroute and fuel required on the leg between the Sydney (QY) and Argentina (UWP) NDBs at flight plan altitude of 5000 feet with a forecast wind & temperature of 2120–15?
- a) 1:39 and 370 lbs
  - b) 1:20 and 305 lbs
  - c) 1:46 and 400 lbs
  - d) 2:00 and 450 lbs
124. Transitioning from HUMEK to WTMAN a pilot receives the following clearance from Vancouver Centre "GACA IS CLEARED FOR THE STRAIGHT-IN LOC/DME 1 RWY 16 AT KELOWNA". Vancouver then advises you that the Penticton altimeter is 29.97" and to switch to Penticton Radio on 119.6 for airport advisories. What are the minimum intermediate altitudes and minima for the approach?
- a) 6230', 6030', 4630' and 2190'
  - b) 6100', 5900', 4500' and 2520'
  - c) 6230', 6030', 4630', 3530' and 2930'
  - d) 8330', 6030', 4530' and 2930'
183. Transitioning for an approach the pilot of an IFR aircraft is unable to obtain a current altimeter setting from GJOA HAVEN Airport Radio and the AWOS is NOTAMED unserviceable. The pilot:
- a) would be unable to complete the approach and have to proceed to the alternate.
  - b) could use the last altimeter setting and apply 250' correction to all procedural altitudes.
  - c) could obtain the Shepherd Bay's altimeter setting and apply 250' to all procedural altitudes.
  - d) would have to set 29.92" and apply 250' to all procedural altitudes.

**Comment [T1]:** This should be the correct answer.

Omitted Approach Plates on next two pages

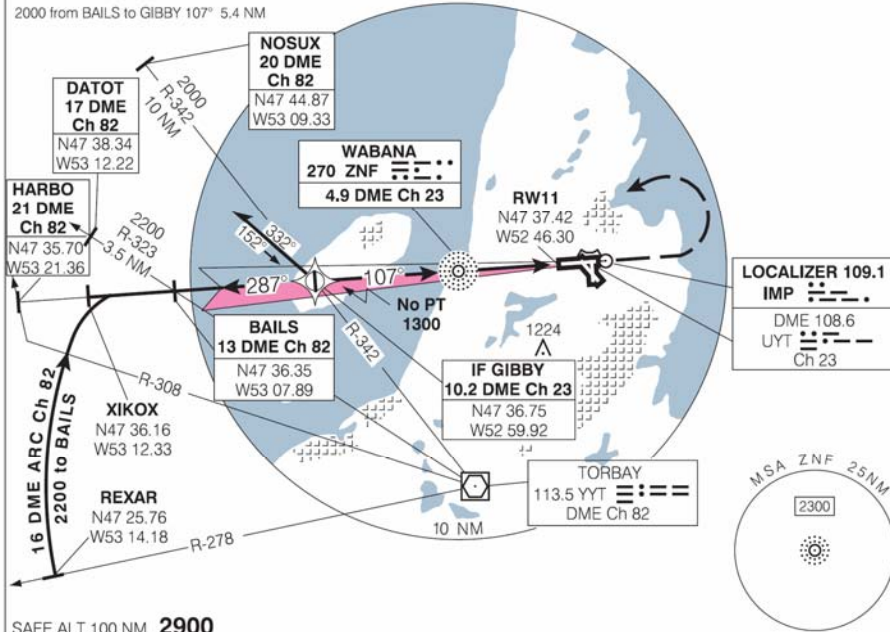


ILS or NDB RWY 11 (GNSS)

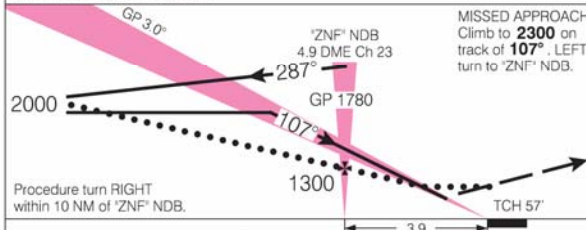
ATIS 128.0 293.8	ARR/DEP GANDER CENTRE 133.15 227.3	TWR 120.6 236.6	GND 121.9 275.8	ELEV 461 TDZE 11 461
------------------------	--	-----------------------	-----------------------	-------------------------

Caution - precipitous terrain on approach.  
Moderate to severe turbulence, windshear,  
and downdrafts may be encountered.

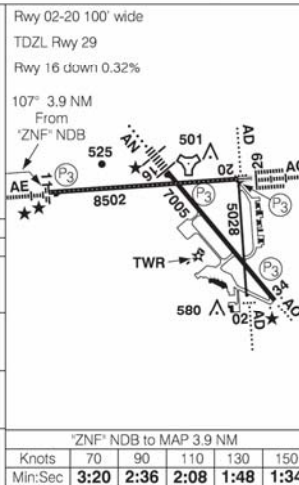
2200 from HARBO to BAILS 107° 9.1 NM  
2000 from BAILS to GIBBY 107° 5.4 NM



SAFE ALT 100 NM **2900**



CATEGORY	A	B	C	D
ILS ILS/DME	<b>661</b>	(200)	1/2 RVR 26	
LOC LOC/DME	<b>1000</b>	(539)	1 1/4	
NDB	<b>1160</b>	(699)	1 3/4	
CIRCLING	<b>1160</b>	(699)	2 1/4	



ILS or NDB RWY 11 (GNSS)

VAR 21°W

ST. JOHN'S NL

EFF 14 FEB 08

CHANGE: Approach Lights, PAPI

473707N 524509W

ST. JOHN'S INTL NEWFOUNDLAND

NAD83

FOR TRAINING PURPOSES ONLY

Source of Canadian Civil Aeronautical Data : © 2009 NAV CANADA All rights reserved

**CANADA AIR PILOT**

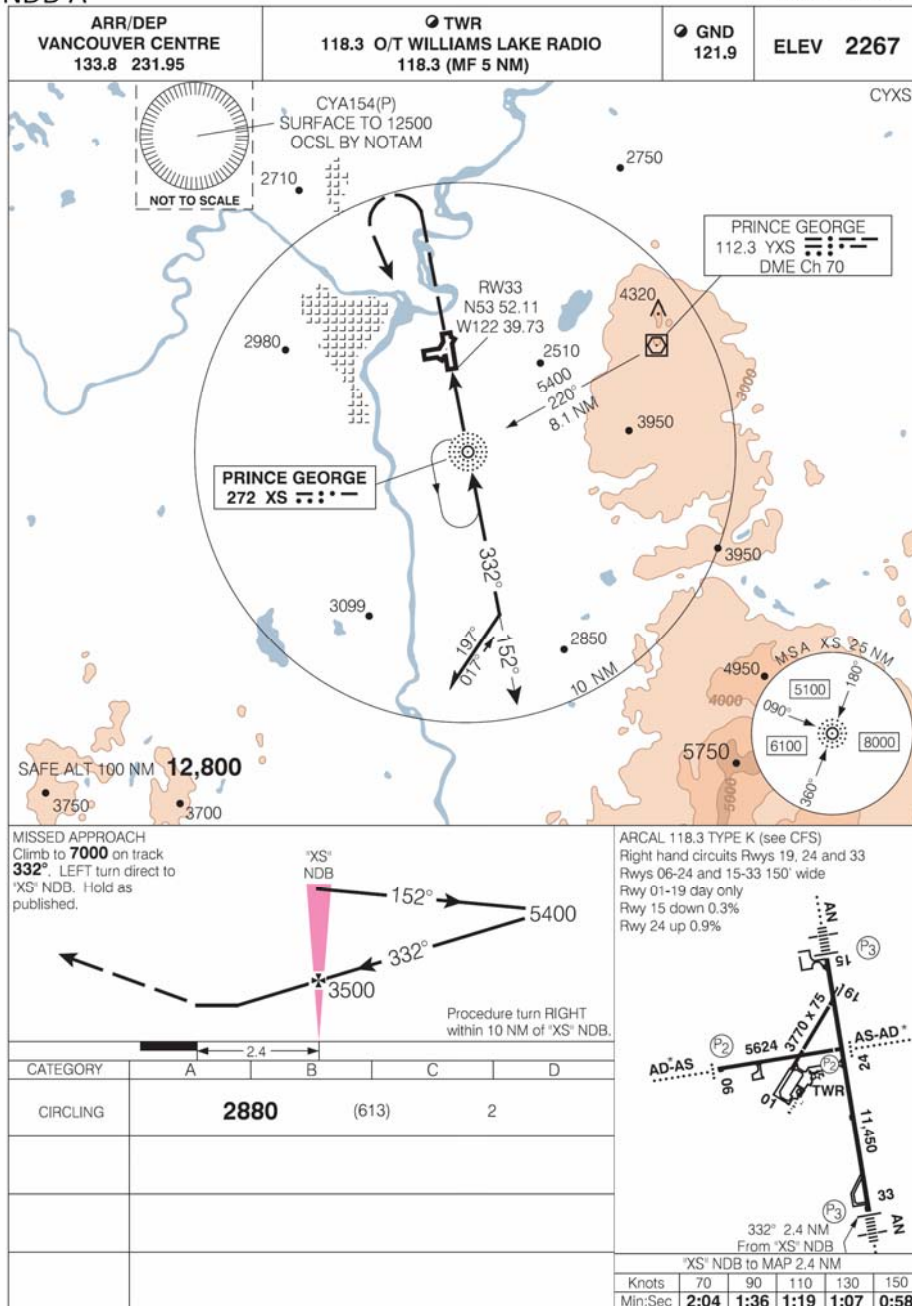
Effective 0901Z 12 MARCH 2009 to 0901Z 7 MAY 2009

**NOT FOR NAVIGATIONAL USE**



PRINCE GEORGE  
PRINCE GEORGE BC

**NDB A**



Source of Canadian Civil Aeronautical Data: © 2009 NAV CANADA All rights reserved

**NDB A**

EFF 12 MAR 09

CHANGE: Feeder Route Distance

535303N 1224039W

VAR 21°E

PRINCE GEORGE BC  
 PRINCE GEORGE  
 NAD83

**FOR TRAINING PURPOSES ONLY**