

Night VFR

Alternate Aerodrome

AIP ENR 1.1 (11.7) ([link](#))

VFRG ([link](#)) 11.7.2.1 and 11.7.2.13

- An alternate aerodrome is required if during the time of arrival at destination, and 30 minutes prior, the weather conditions are:
 - more than SCT with ceiling 1500ft, visibility 8000m
 - * FEW and FEW = SCT
 - * FEW and BKN = BKN
 - * SCT and SCT = BKN or OVC
 - * includes PROB
 - * crosswind greater than the aircraft maximum
 - see 11.7.2.4 for INTER and TEMPO

11.7.2.3

- If the destination forecast is expected to improve at a specific time, an alternate aerodrome need not be made if sufficient fuel is carried to hold until 30 minutes after that time.

11.7.2.4

- If the conditions of 11.7.2.1 are met, but are not met during INTER or TEMPO, an alternate aerodrome need not be made if sufficient fuel is carried to hold until:
 - 30 minutes after INTER
 - 60 minutes after TEMPO
 - if not TTF, then 30 minutes prior to INTER (11.7.2.9)
 - if not TTF, then 60 minutes prior to TEMPO (11.7.2.9)

11.7.2.5

- If thunderstorms or severe turbulence are forecast at the destination, sufficient fuel must be carried for:
 - a suitable alternate aerodrome OR
 - to hold for 30 minutes if INTER
 - to hold for 60 minutes if TEMPO

11.7.2.6

- If multiple INTER and/or TEMPO, then hold fuel is the maximum of all. They are not cumulative.

11.7.2.7

- If a TAF is FM or BECMG creating a requirement
 - becomes effective 30 minutes prior
 - stays effective for 30 minutes after
 - does not apply to TTF (11.7.2.9)

11.7.2.10

- If a TTF with multiple visibility, use the maximum visibility to determine operational requirement.

11.7.2.11

- If destination ETA does not fall within TTF, use TAF.

11.7.4.1

- If a destination aerodrome has only portable lighting and no responsible person to activate, then an alternate aerodrome is required.

11.7.4.2

- If a destination aerodrome does not have standby power and does not have portable lighting with a responsible person to activate, then an alternate aerodrome is required.

11.7.4.3

- If a destination aerodrome has standby power and does not have portable lighting with a responsible person to activate, then an alternate aerodrome is required.

11.7.4.4

- If an aircraft under 3500kg MTOW, an alternate aerodrome served by PAL does not need portable lighting with a responsible person to activate if:
 - dual VHF; OR
 - VHF and HF with 30 minutes holding fuel

11.7.4.5

- 11.7.4.[1-4] do not require an alternate aerodrome if sufficient holding fuel is carried until 10 minutes after last light.

11.7.4.6

- An alternate aerodrome nominated in 11.7.2.[2-3] does not require standby power or portable lighting.
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Questions

- The implications of 11.7.4.2 subsume 11.7.4.1. **They do subsume, accept the poor wording – Steve T. 20200819**
 - 11.7.4.2 and 11.7.4.3 appear together redundant, with or without standby power. **They are redundant, accept the poor wording – Steve T. 20200819**
 - Confirm “more than SCT” means BKN. **More than SCT is taken to mean 5-8 okta (and ceiling 1500ft) e.g. “BKN020 is fine” – Steve T. 20200819**
 - “secondary power” has no relevance to a destination or alternate aerodrome requirement – **Steve T. 20200819**
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This document

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