



## NVFR Brifing

Night vfr planning is not like during the day.

- No unlighted references. Only lighted landmarks will be visible. (No lakes, hills, unlighted roads, castles.. etc).

- Terrain clearance must be planned with a big margin to compensate for any sort of error (piloting, altimeter.. etc)

- Getting into D airspace with coordination with the TMA is allowed and even recommended as it will make you fly higher and even have you on flight following by the ATC.

- Departure, Arrival, Alternate and enroute weather must be good, I mean really good. No risks or compromises at night. If Sigwx forecasts bad weather (CBs, low ceilings or whatever) it must be taken as if it will happen, even if it's CAVOK above LEDA. Once the night falls, you won't see WX and you won't notice the changes of the clouds or even visibility. Suddenly you will find yourself inside a cloud or if there is a CB next to you, you won't see it till the lightning appears.

- At night alternate airports are limited. LELL, LEHC, LESU are closed. The Main realistic alternate is LERS (a few times we had to divert). The second preferable option would be LEZG. But it has a more complex procedure and notams as it's a combined military airport. LEGE is also a possible alternate but not recommended due to the mountainous terrain surrounding it and also for endurance reasons.

- Check very well airports operating times at the AIP and cross check with the notams for changes.

- Enroute flights are allowed along the Cervera highway east bound 5500ft and west bound 6500ft. That is for separation as usually 2-5 aircrafts could be flying the same route at the same time. LERS also is allowed along the highway. LEHC is allowed along the highway



but bear into consideration that the runway cannot be used since the airdrome will be closed. So you can fly overhead and back, with LEZG approach.

- Students must prepare a navlog and it will be attached to their navigation momook exercise sheet.

- Speak about night flight nature, hazards and illusions (spatial disorientation, poorly lit obstacles, all cities have the same lighting almost, lack of situational awareness, guessing the terrain clearance, relaxing too much or even falling asleep, lack of options, engine failure.. etc) . Speak also about the benefits (less temperature, less traffic, east to see traffic due to lights.. etc)

- Touch and goes, illusions during landing and take off at night.

- Leaving and joining will be performed to check all the points. Could be done at 6000ft as well with BCN approach approval. If not possible, then try at 3000ft.

- Runway and panel lighting variation. We will switch off different runway lights, such as PAPI or centerline or approach HIALS to demonstrate the approach and flare difficulty with a specific combination of lights. Also panel lights could be switched off to demonstrate the difficulty of landing with a panel lighting failure. Landing lights will be switched off also to demonstrate the difficulty of timing your flare without any light reflection on the runway.

- **Night VFR syllabus is composed of 3:00h Dual, 1:20h SPIC and 00:40h Solo. Usually scheduled 2:30h at one night and the other 2:30 at another night.**

The first 2:30h log them all as dual in one flight. But the last 2:30h are logged into 3 flights. 00:30 dual. 1:20spic, 00:40 solo. Remember to log time difference between the solo flight and the others.

# Training

- After the training is completed, remember to write the endorsement. "Approved for solo night VFR flights. Cessna 172, LY-BAK. FI, license and signature.