



PIFR VH-PIF

Effective 2 December 2021

For use in the CASA PIFR exam only

THE AIRCRAFT

TYPE	Single piston engine
CALLSIGN	VH-PIF
MAX AUW	Less than 5 700 kg
SPEED	Cruise TAS 120 knots
MAXIMUM MANOEUVRING SPEED	95 knots
AIRCRAFT PERFORMANCE.. ..	Category A
CROSSWIND COMPONENT.. ..	20 knots maximum for take-off or landing
TAILWIND COMPONENT	10 knots maximum for take-off or landing

STANDARD EQUIPMENT

The aircraft is fully equipped and serviceable for a PVT flight under IFR.

The aircraft does **NOT** have oxygen, pressurisation or de-icing/anti-icing equipment.

Radio COM and NAV equipment:

1. 1 x GNSS unit, TSO-C146a (IFR approved).
2. 1 x VOR.
3. 1 x fixed-card ADF.
4. 1 x DME.
5. Mode S transponder (ADS-B OUT).
6. 3 axis autopilot, no flight director nor approach-capable system.
7. 2 x VHF radios.

Unless otherwise stated in the question, assume all navigation aids and aircraft equipment are serviceable, GNSS RAIM is available, and you are qualified to fly as PIC.

OPERATIONS

Unless otherwise stated in the question, the examination relates to a PVT flight operating to IFR procedures.

PILOT QUALIFICATIONS

Unless otherwise stated in the question, assume that the pilot holds a Private IFR rating with the following Flight Procedure Authorisations only:

- Navigation using GNSS
- Navigation using NDB
- Navigation using VOR
- Night

FUEL CALCULATIONS

Fuel policy is as specified in CASR Part 91 MOS, Chapter 19, Table 19.02 (2) for aeroplanes with a MTOW < 5 700 kg.

All fuel calculations will be in minutes.

Do not separately plan climbs and descents.

Assume holding consumption equals cruise consumption.

Do not add any time allowance for taxi.