



PIFR VH-PIF

Effective 4 December 2018

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.
CROSS WIND COMPONENT				..		20 knots maximum for take-off or landing.
TAIL WIND 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 calculations are based on CAAP 234-1(2.1).

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.