

Correct

Marks for this submission: 2/2.

19

Marks:

2

The following data relates to a day VFR charter flight.

TAS in cruise.....170 kt

Fuel flow during cruise.....60 litres/hour

Wind component during cruise....20 knot headwind

Fixed reserve.....45 minutes at cruise rate

Taxi allowance.....5 litres

Holding requirement at departure aerodrome.....30 minutes

Holding requirement at destination aerodrome....60 minutes

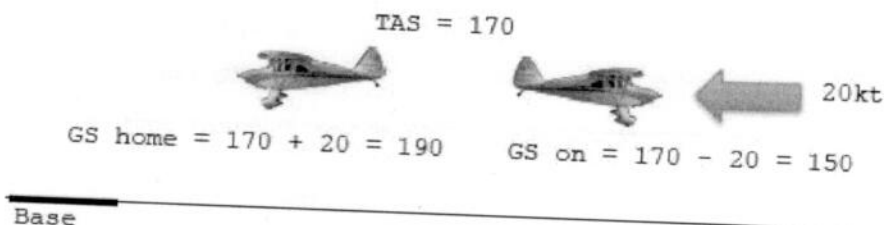
Holding to be calculated at cruise rate

Fuel on board at start up 150 litres

The distance to the PNR for the flight described above is -

- Choose one answer.
- ☐ 85 nm ✓
 - ☐ 34 nm x
 - ☒ 27 nm x
 - ☐ 61 nm x

FOB 150 L (Fuel on Board)
- 45 FR (Fixed Reserve)
- 5 Taxi allowance (Allowance)
= 100 L (FOB - Reserve/Allowance)
- 90 L (90 min Holding fuel @ 60 Litres per hour)
= 10 Litres remaining



Collect all of the information in a sketch like this.

Find the safe endurance:

Note that the only holding that is considered is at the departure aerodrome.

The destination requirements have nothing to do with a PNR calculation.

When you calculate a PNR, the departure aerodrome *is* your destination.

Flight fuel available _____ = $[150 - 5 - 45 - \textcircled{30}] \div 1.15$
 _____ = 61 litres
 @ 60 lph _____ = 61 minutes.

WTF
 ? should be 90 mins hold
 @ 60 Lph
 = 90L

Time to PNR _____ = Safe endurance x GS home ÷
 twice TAS.

_____ = $61 \times 190 \div 340$
 _____ = 34 minutes.

Distance to PNR _____ = 34 minutes @ 150 knots
 _____ = 85 nm.

Incorrect

Marks for this submission: 0/2.

20

Given:

Marks:
2

Estimated time interval for the flight 155 min
 Fixed reserve required 15 US gal
 Variable reserve 15% of flight fuel
 Start-up and taxi allowance 3 US gal
 Fuel flow during cruise 28 US gal per hour
 Holding required at destination 30 min @ 20 US gal per hour

_____ for the flight described above is