

Flight Planning Exam 1 Working Avfacts

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1 Inop climb 1, 500-FL240 25 ' / 2, 400 kg/130 anm TWC adds 4 nm to give 126 gnm. Step 2. Find descent data at approx LW of 60, 000 kg. 18.5 min/615 kg/82 anm HWC of 10 kt reduces descent distance to 79 gnm. Step 3. Cruise distance is 159 gnm. Refer flight profile data for 1 Eng Inop cruise. Fuel Summary Item Kg Flight Fuel 5, 075 VR 508 FR 1 ...

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Figure 1-7: Climb Performance PPL Flight Planning Manual- Aeroplane-40-20 0 20 40 0 200 400 600 800 100 0 OUTSIDE TEMPERA C RA FPM 1000 LEVEL 3000 2000 5000 4000 8000 7000 6000 9000 10000 1000 12000 13000 FEET TEMP PERFORMANCE THROT UP, KIAS LB GROS WEIGHT PERFORMANCE GRAPHS Page 1-7 SACAA-01. TIME, DISTANCE AND FUEL TO CLIMB

FLIGHT PERFORMANCE AND PLANNING

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Using the CRP -1 Computer

I must admit I found flight planning and performance and the navigation to be by far the hardest ones of the bunch. The PPL Cruiser was very ineffective for learning due to the amount of graphs etc used in the exam. The schools practice papers were a lot more help. I failed my first shot at flight planning and performance with 60%.

PPL Theory - Flight Planning and Performance & Navigation ...

Step 1 – Identify departure point and destination on a map and the cruising speed of your aircraft. Step 2 – Identify a preferred route taking into account the needs for: Purpose for the flight, ie scenic, via a feature or commuting directly. Fuel endurance or refuelling availability.

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And in other encouraging developments, SAGE revealed the UK's R rate has remained at between 1.1 and 1.3 for the second week in a row. It has fallen in five out of seven regions in England.

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