

Commonly used Abbreviations (not in AIP)

PIC	pilot in command
AICUS	acting in command under supervision
OBS	omni bearing selector/selection
OBI	omni bearing indicator
CDI	course deviation indicator/indication

IREX examination aircraft data

Type	Twin piston-engine
Callsign	VH-OZY
Max. AUW	less than 5700kg
Speed	Cruise TAS 180knots Category B
Cross-wind Component	20knots Maximum
STANDARD equipment fit:	Fully equipped for IFR flight including-
* Two VOR/ILS with glideslopes and marker beacons	
* Two fixed card ADF	
* 1 x DME	
* 1 x (IFR approved) GPS	
* Mode C transponder	
* 3 axes autopilot, but no flight director nor approach-capable system	
* Two VHF communication	
* Single HF communication	
* Weather radar (30 kW power output rating)	
* Life Jackets	
* Life Raft	

Unless otherwise stated in the question, assume all navigation aids and aircraft equipment are serviceable, GPS RAIM is available, and you are qualified to fly as PIC, instrument procedures based on these nav-aids (in any combination).

The aircraft does *not* have: oxygen, pressurisation, de-icing/anti-icing, auto-feathering.

Operations Unless otherwise stated in the question, the examination relates to CHTR flight operating to IFR procedures.

Fuel calculations Company fuel policy is based on CAAP 234-1(0)
All fuel calculation will be in minutes

- * do not separately plan climbs and descents
- * do *not* add any time allowance for taxi, instrument approaches and overshoots.