NAVIGATION WORK SHEET. Date:_____. SARTIME:_____. CENSAR 1800 814 931

ROUTE	LS ALT	ALT	TAS	TRACK MAG	WIND	HDG MAG	GS	DIST	ETI	PIN EST	REV EST	ATD / ATA	PILOT NOTES	

ENDURANCE

	ROUTE	Minut	Litres	Minutes	Litres	Minutes	Litres	Minutes	Litres
a	Taxi								
b	Trip								
c	Contingency ____%								
d	Destination Alternate								
e	Final Reserve								
f	Additional fuel								
g	Holding Fuel								
h	Fuel Required (a+b+c+d+e+f+g)								
i	Discretionary fuel								
j	Margin fuel (k-h+j)								
k	Endurance								
	Departure Aerodrome								

** Fuel definitions over page

FUEL SELECTION

TIME ON	TIME OFF	ELAPSED	L Minutes remain	R Minutes remain

CLEAROFF

COMPASS	G Speed	TIME
LOG	130	4/5
ENGINE	120	5
ALT / AIRSPACE	110	5/6
RADIO	100	6
ORIENTATION	90	6/7
FUEL	85	7
FIELD	75	8

+10nm Calcs

AIRPORT_____
ATIS INFORMATION _____RUNWAY_____
WIND_____/_____
VISIBILITY_____:
CLOUD_____
TEMPERATURE_____
QNH_____
EXPECTED XWIND_____

AIRPORT_____
ATIS INFORMATION _____RUNWAY_____
WIND_____/_____
VISIBILITY_____:
CLOUD_____
TEMPERATURE_____
QNH_____
EXPECTED XWIND_____

AERODROME:_____ FREQ:_____ AERODROME:_____ FREQ:_____ AERODROME:_____ FREQ:_____

ELEVATION	OVERFLY	CIRCUIT

ELEVATION	OVERFLY	CIRCUIT

ELEVATION	OVERFLY	CIRCUIT

Taxi fuel: Means the amount of fuel expected to be used by an aircraft before take-off, taking into account:
a. local conditions at the departure aerodrome, including taxi time and traffic congestion.

Trip fuel: Means the amount of fuel required to enable an aircraft to fly from any point along a route until landing at a destination aerodrome including (as applicable) the following:
a. fuel for take-off and climb from departure aerodrome elevation to initial cruising level or altitude, taking into account the expected departure routing;
b. fuel for cruise from top of climb to top of descent, including any step climb or descent;
c. fuel from top of descent to the point where the approach is initiated, taking into account the expected arrival procedure;
d. fuel for executing an approach and landing at the planned destination aerodrome.

Contingency fuel: Means the amount of fuel required to compensate for unforeseen factors, and which must not be less than:
a. the percentage (if any) of the planned trip fuel for the flight for VFR Aeroplane below 5700kg N/A above 5700kg = 5%
b. in the event of in-flight replanning — the percentage (if any) of the trip fuel for the replanned flight.

Final reserve fuel: means the calculated amount of fuel that:
a. is required to fly an aircraft:
i at 1500 ft above aerodrome elevation in ISA conditions for the period of time specified for the flight in column 3 of Table 19.02; and
ii for an aircraft that is a rotorcraft conducting IFR flight or VFR flight by night, or an aeroplane, or an airship — at holding speed; and
iii for an aircraft that is a rotorcraft conducting a VFR flight by day — at range speed; and
iv at the aircraft's estimated weight on arrival at the destination alternate aerodrome or the planned destination aerodrome when no destination alternate aerodrome is required
(the relevant aerodrome) to the relevant aerodrome; and
b. is usable fuel remaining in the fuel tanks on completion of the final landing at the relevant aerodrome

Table19.02

	Aircraft (by aircraft category)*	Kind of flight (by flight rules)	Final reserve fuel flight time	Contingency fuel amount
Item	Column 1	Column 2	Column 3	Column 4
1	Aeroplane with an MTOW of not more than 5 700 kg (piston engine or turboprop)	Day VFR	30 minutes	N/A
2		Night VFR	45 minutes	N/A
3		IFR	45 minutes	N/A

Additional fuel: The supplementary amount of fuel required to allow an aircraft that suffers engine failure, or loss of pressurisation at the most critical point along the route, whichever results in the greater subsequent fuel consumption, to:
a. proceed to an alternate aerodrome (or, for a rotorcraft, a suitable rotorcraft landing site),
b. fly for 15 minutes at the holding speed for the aircraft at 1,500 ft above the aerodrome elevation in ISA conditions, and
c. make an approach and landing.

Holding fuel: Means the amount of fuel an aircraft requires to fly for the period of time anticipated for holding (taking into account the operating conditions) calculated at the holding fuel consumption rate established for the aircraft for the anticipated meteorological conditions, or ISA.

Discretionary fuel: Means an extra amount of fuel to be carried at the discretion of the PIC.

Margin fuel: Means the amount of usable fuel in excess of the fuel required**.**