VFR Navigation Log

Checkpoints (Fixes)	Navaid Ident. / Freq.	Mag. Course (Route)	Altitude	Wind Dir. / Vel. / Temp.	TAS	TC -L +R WCA	TH -E +W Var.	MH +/- Dev.	CH	Dist. Leg / Rem.	GS. Est. / Act	Time off ETE / ATE	ETA / ATA	GPH Fuel / Rem.

VFR

Cross Country Risk Assessment

Before each cross country flight, evaluate each of following conditions and pick a number of 1 to 5 in rating column. Add up the entries in the rating column to obtain the final risk estimate, and determine if the risk is acceptable to continue the flight.

	1	2	3	4	5	Rating
Flight Type	VFR	IFR(VMC)	IFR(IMC)	N/A	N/A	
Dual/Solo	Dual	PIC(Dual Pilots)	Solo	N/A	N/A	
Day/Night	Day	N/A	Night	N/A	N/A	
Visibility	>10 miles	6-9 miles	3-5 miles	1-3 miles	1mile or Less	
Ceiling	>6,000'	2000-6000'	1000-1999	500'-999'	500' or Less	
Highest X-wind	calm	1-5 kts	6-9 kts	10-13 kts	>13 kts	
Rest in last 24 hr	>8 hrs	N/A	6-7 hrs	N/A	<6 hrs	
Last meal	<3 hrs	3-4 hrs	<5 hrs	5-6 hrs	<7 hrs	
Duration of flight	<3 hrs	3 hrs	4 hrs	5 hrs	>6 hrs	
Hours in aircraft type	>100 hrs	75-99 hrs	50-74 hrs	30-49 hrs	<30 hrs	
Hour in the last 90 days	>20 hrs	15-20 hrs	10-14 hrs	5-9 hrs	<5 hrs	
Total hours	>200 hrs	100-200 hrs	50-99 hrs	30-49 hrs	<30 hrs	

Low risk:	<32	No unusual hazards. Use normal flight planning and established personal minimums and follow UD operating procedures.	Total risk score:
Elevated risk:	32-37 or a "5" in any spot	Higher risk than usual. Conduct flight planning with extra care. Review personal minimums and UD operating procedures to ensure that all standards are being met. Consider alternate plans to reduce risk.	
High risk:	>37 or a "5" in any 2 spots	Conditions present much higher than normal risk. Conduct flight planning with extra care and review all elements to identify those that could be modified to reduce risk. If available, consult with UD senior instructor for guidance before flight. Develop contingency plans before flight to deal with high risk items. Decide beforehand on alternates and on special precautions to be taken during the flight. Consider delaying flight until conditions improve and risk is reduced.	

Day of Departure Checklist:

- ☐ Weather briefing and Route Briefing received
- ☐ UD Risk assessment completed
- ☐ Lesson meets the UD TCOs requirement
- ☐ Cross country form (Navlog) completed in accordance with current UD flight procedure
- ☐ Approval for late night operation (After 22:00 Central time)
  (Require assistant to hangar airplane)
- ☐ Approval for airport (3000 ft rwy, fuel service/ or approved by UD CFI)
- ☐ Duty period with aircraft: _____(max. 16 hrs within preceding 24 hrs)
- ☐ Proper airplane performance for VFR departure procedure
- ☐ Must have 10 hrs rest time if your duty period with aircraft is at or greater than 12 hrs
- ☐ **ETA(date/time) to return back to KDBQ:**_____
- ☐ **Did you email briefing to udflight @dbq.edu? Yes / No**
- ☐ **Did you file your flight plan with Flight Service Station? Yes / No**

All UD "TYPE OF FLIGHT" is G (General aviation)

VFR / IFR	"N"NO	TYPE(Airplane)	WAKE CAT.	ICAO EQUIPMENT Radio/Nav:	Surveillance:
DEPARTURE	DEPART TIME		KTAS	LEVEL (ALT)	ROUTE
DEST	TIME ENROUTE		ALTERNATE	PBN	REMARKS
FUEL ON BOARD HOURS/MINUTES	PERSONS ON BOARD			PIC ADDRESS PHONE BASE	
COLOR/MARKING	DESTINATION CONTACT(UD record only)				CLOSE WITH (FSS)

WEATHER Briefing Resource(udflight@dbq.edu):

FUEL	Time	X	Gal Per Hr =	Gal/Lbs
TAXI				
TAKEOFF CLIMB				
CRUISE				
APPROACH				
RESERVE (UD reserve)				
TOTAL FUEL REQUIRED				

WEIGHT / BALANCE

ITEM	Weight	X Arm	Moment
BASIC AIRPLANE EMPTY			
FRONT PILOT/PASSENGER			
REAR PASSENGERS			
BAGGAGE AREA 1			
BAGGAGE AREA 2			
ZERO FUEL WEIGHT			
FUEL GALLONS			
RAMP WEIGHT			
TAXI FUEL	-		-
T.O. GROSS WT/CG			
TOTAL FUEL BURN in LBS	-		-
LANDING GROSS WT/CG			

COMPLETED BY PIC(signature/print):

DATE:

REVIEWED BY(signature/print):

DATE:

REQUIRED CONTACT INFO

Passenger	Address	Phone
Passenger	Address	Phone
Passenger	Address	Phone