



IFR Flight Log

TAKEOFF/LANDING DATA				Destination Airport:			
Departure airport:				Destination Airport:			
Temp:		Pres. Alt.:		Temp:		Pres. Alt.:	
T/O dist.:		Accel/stop:		Gnd roll:		Landing dist.:	
Vr:		Obst. Speed:		H-wind:		X-wind:	
ODP/SID requirement: ft/min to MSL				App. Speed: H-wind: X-wind:			
Airplane climb performance: ft/min							

FROM TO	AIRWAY	FREQ	RADIAL BEARING HEADING	DIST	TIME	TIME	FUEL	GRND SPEED
				Total Dist	Est Total	Est Total	Start Time	Trip Avg
			TO	LEG	ETE	ETA	LEG	EST
				REM	ATE	ATA	REM	ACT
			TO	LEG	ETE	ETA	LEG	EST
				REM	ATE	ATA	REM	ACT
			TO	LEG	ETE	ETA	LEG	EST
				REM	ATE	ATA	REM	ACT
			TO	LEG	ETE	ETA	LEG	EST
				REM	ATE	ATA	REM	ACT
			TO	LEG	ETE	ETA	LEG	EST
				REM	ATE	ATA	REM	ACT
			TO	LEG	ETE	ETA	LEG	EST
				REM	ATE	ATA	REM	ACT

- Weather briefing received
- 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)
- Approval for airport (3000 ft rwy, fuel service)
- Duty period with aircraft: _____ (max. 16 hrs within preceding 24 hrs)
- Suitable airplane performance for IFR departure procedure
- Must have 10 hrs rest time if your duty period with aircraft is at or greater than 12 hrs
- IFR currency check (Logbook)
- ETA (date/time) to return back to KDBQ: _____
- Did you email weather briefing to udfight@dbq.edu? Yes / No
- Did you file your flight plan with Flight Service Station? Yes / No

NOTES:

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

VFR	"N"NO	TYPE(Airplane)	WAKE CAT.	ICAO EQUIPMENT			
IFR				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)				CLOSE WITH	

WEATHER Briefing Resource(udflight@dbq.edu):	FUEL	Time	X	Gal Per Hr = Gal/Lbs
	TAXI			
	TAKEOFF CLIMB			
	CRUISE			
	APPROACH			
	RESERVE (Alt.+App.+45mins)			
	TOTAL FUEL REQUIRED			

WEIGHT / BALANCE				
ITEM	Weight	x	Arm	= Moment
BASIC AIRPLANE EMPTY				COMPLETED BY PIC(signature/print):
FRONT PILOT/PASSENGER				
REAR PASSENGERS				
BAGGAGE AREA 1				DATE:
BAGGAGE AREA 2				
ZERO FUEL WEIGHT				REVIEWED BY(signature/print):
FUEL GALLONS				
RAMP WEIGHT				
TAXI FUEL	-		-	
T.O. GROSS WT/CG				DATE:
TOTAL FUEL BURN in LBS	-		-	
LANDING GROSS WT/CG				

REQUIRED CONTACT INFO		
Passenger	Address	Phone
Passenger	Address	Phone
Passenger	Address	Phone

UD 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	1 mile or less(likely)	
Ceiling	>6,000'	2,000-6,000'	1,000-1,999'	500-999'	500' or less(likely)	
Highest Crosswind	Calm	1-5 kts	6-9 kts	10-13kts	>13kts	
Rest in last 24 hours(including sleep time)	>8hrs	N / A	6-7hrs	N / A	<6hrs	
Last meal	>3hrs	3-4hrs	>5hrs	5-6hrs	>7hrs	
Duration of flight	<3hrs	3hrs	4hrs	5hrs	>6hrs	
Hours in aircraft type	>100hrs	75-99hrs	50-74hrs	30-49hrs	<30hrs	
Hours in the last 90 days	>20hrs	15-20hrs	10-14hrs	5-9hrs	<5hrs	
Total hours	>200hrs	100-200hrs	50-99hrs	30-49hrs	<30hrs	
					Total Risk Score	

Low risk: No unusual hazards. Use normal flight planning and established personal minimums and follow UD operating procedures	<32
Elevated risk: 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.	32-37 or a "5" in any spot
High risk: 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.	>37 or a "5" in any 2 spots.