



**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.

						Total risk score:	
	1	2	3	4	5	Rating	
Flight Type	VFR	IFR(VMC)	N/A	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 orLess		
Ceiling	>6,000'	2000-6000'	1000-1999	500'-999'	500' or Less		
Highest Wind	calm	1-5 kts	10-15 kts	15-25 kts	>25 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.
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

**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 aircraft)
- \* Approval for airport (previous experience, fuel service/ or approved by UD CFI)
- \* Duty period with aircraft: \_\_\_\_\_(max. 16 hrs within preceding 24 hrs)
- \* I ensure enroute altitudes will be 2000' AGL or greater. \_\_\_\_\_
- \* Rest Period: \_\_\_\_\_  
(Must have 10 hrs rest time if your duty period with aircraft is at or greater than 12 hrs)
- \* ETA at final destination: \_\_\_\_\_
- \* ETA(date/time) to return back to KDBQ(overnight): \_\_\_\_\_

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

VFR	"N"NO	TYPE(Helicopter)	Equipment:		
IFR					
Departure	DEPART TIME	Cruise Speed	Altitude	ROUTE	
DEST	TIME ENROUTE	Alternate	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):					
WEIGHT AND BALANCE Attached (stapled to flight plan)					
COMPLETED BY PIC (signature/print)			Received by: (CFI NAME, CERT#, DATE)		
Date					

**REQUIRED CONTACT INFO**

Pilot	Address	Phone
Passenger	Address	Phone

