



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

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 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	COMPLETED BY PIC(signature/print):	
BASIC AIRPLANE EMPTY						
FRONT PILOT/PASSENGER						
REAR PASSENGERS						
BAGGAGE AREA 1					DATE:	
BAGGAGE AREA 2						
ZERO FUEL WEIGHT						
FUEL GALLONS					REVIEWED BY(signature/print):	
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

