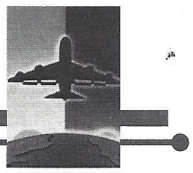
DCT AVIATION



Pilot Name: _____ Local/Cross-Country Flight VFR/IFR

Date of Flight: _____ Aircraft tail #: _____

Route of Flight (if cross-country): _____

Estimated Departure Time: _____ Estimated Time Enroute: _____

Estimated Fuel Consumption: _____(gal.)

1-800-WX-BRIEF (1-800-992-7433)

Standard VFR Brief for a Piper PA-28, Tail Number: N_____ for a local flight from KPTK at _____Z for _____Hours.

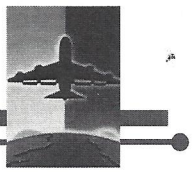
Adverse Conditions

Synopsis

Current Conditions

Forecast Conditions

DCT AVIATION



Winds Aloft	
Before:	Before:
3,000ft	3,000ft
6,000ft	6,000ft

PIREP's	TFR's

Notams

For the following, attach the appropriate copy of the appropriate page in the POH showing calculations

Total Weight: _____(lbs) CG Location: _____ Within limits? Yes/No

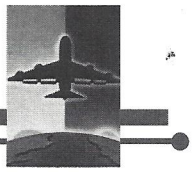
Takeoff distance _____(ft) with _____ (° flaps) and (50 ft Obstacle/Ground Roll)

Landing distance _____(ft) with _____ (° flaps) and (50 ft Obstacle/Ground Roll)

Signed by pilot: _____

Signed by lead instructor or as assigned by lead instructor: _____

DCT AVIATION



SOLO CROSS-COUNTRY BRIEFING

____ Are airports of intended landing approved in the DCT Safety Practices and Procedures?

____ Navigation log complete. Verify good checkpoints at a maximum of 20 NM apart

____ Print or have digitally available the Airport Facilities Directory for all the airports of intended use

____ Do you have your handheld radio and is it charged? Do you have a flash light?

____ Have you spoken with FSS weather briefer? Do you have all appropriate NOTAMs?

____ What are the minimum VFR fuel reserves required by the FAR's? What does DCT policies require?

____ Will you need to purchase fuel? If so which airport and F.B.O. will fuel be purchased at? How will you pay for it?

____ Did you file a flight plan? How do you open your flight plan?

____What is your intended time of arrival back to DCT? Is the aircraft scheduled for that amount of time?

____ If you determine you are falling behind your ETA, what action should you take?

____ What are your lost procedures? Explain how navigational aids can be used to help find position

____ What airport along your route can be used for emergencies? What types of situations would lead to landing at these airports?

____ After an unscheduled landing, what procedures will you follow? Do you have money for food and overnight expenses?

Endorsements:

____90 Days Solo endorsement

____Cross Country endorsement in logbook

____Flight planning endorsement in logbook

DATE: _____STUDENT'S CFI: _____

STUDENT: _____ SIGNATURE: _____

AUTHORIZING CFI: _____ SIGNATURE: _____

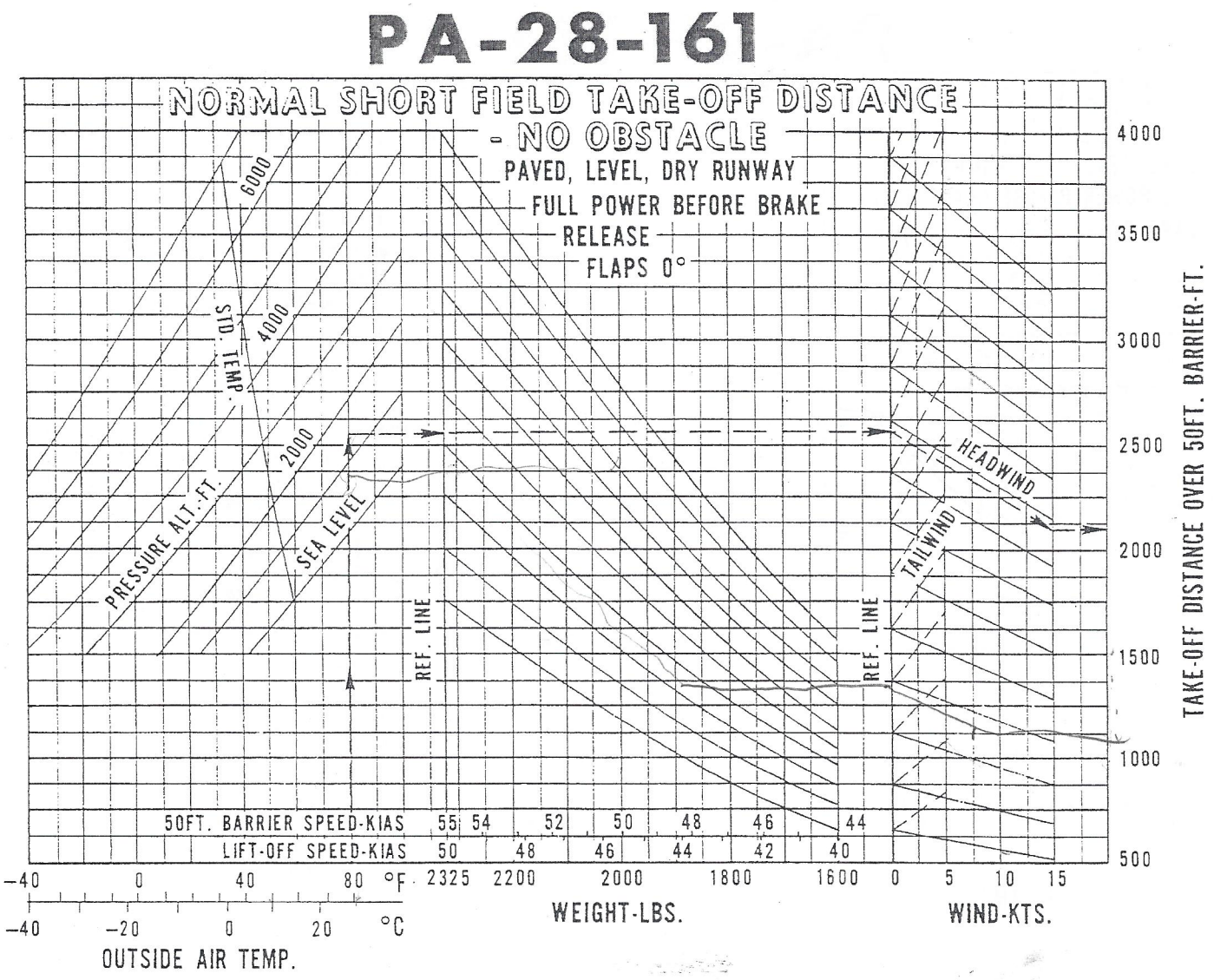
Preflight Risk Assessment

Before each flight, assess each of the following conditions and assign a numerical rating of 1 to 5 in the right-hand (Rating) column.

Add up the entries in the Rating column to obtain an overall risk estimate, and see where it falls in the Green/Yellow/Red Risk Chart.

	1	2	3	4	5	Rating
Flight Type	VFR	IFR				
Dual/Solo	Dual		Solo			
Day/Night	Day		Night			
Rating	CFI/ATP	Comm'l	PPL with Instrument	PPL	Student	
Rest in last 24 hrs	>8 hrs	6-7 hrs		3-5 hrs	<3 hrs	
Visibility	> 15 miles	10-15 miles	6-9 miles	3-5 miles	<3 miles	
Ceiling	> 10,000	5,000 – 9,000	3,000 – 4,000	1,000 – 2,000	< 1,000	
Crosswind - Departure	0-5 kts	6-10 kts	11-15 kts	16-20 kts	>20 kts	
Crosswind – Destination	0-5 kts	6-10 kts	11-15 kts	16-20 kts	>20 kts	
Weather stability	Stable		Slow deterioration		Rapid deterioration	
Destination airport familiarity	Yes		No			
Hours in aircraft type	>200	151-199	100-150	50-99	<50	
Hours in last 90 days	>20	15-20	10-14	5-9	<5	
Total Hours	>2,000	501-2,000	251-500	100-250	<100	
					Total Risk Score>>>>>	
No unusual hazards. Use normal flight planning and established personal minimums and operating procedures.						14-30
Somewhat riskier than usual. Conduct flight planning with extra care. Review personal minimums and operating procedures to ensure that all standards are being met. Consider alternatives to reduce risk.						31-47 or a 5 in any row
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 more experienced pilot or instructor for guidance before flight. Develop contingency plans before flight to deal with high risk items. Decide beforehand on alternates and brief passengers and other crewmembers on special precautions to be taken during the flight. Consider delaying flight until conditions improve and risk is reduced.						48-63 or a 5 in any 2 rows

{Experimental form (Version 1.0) – send comments to david.hunter@faa.gov}

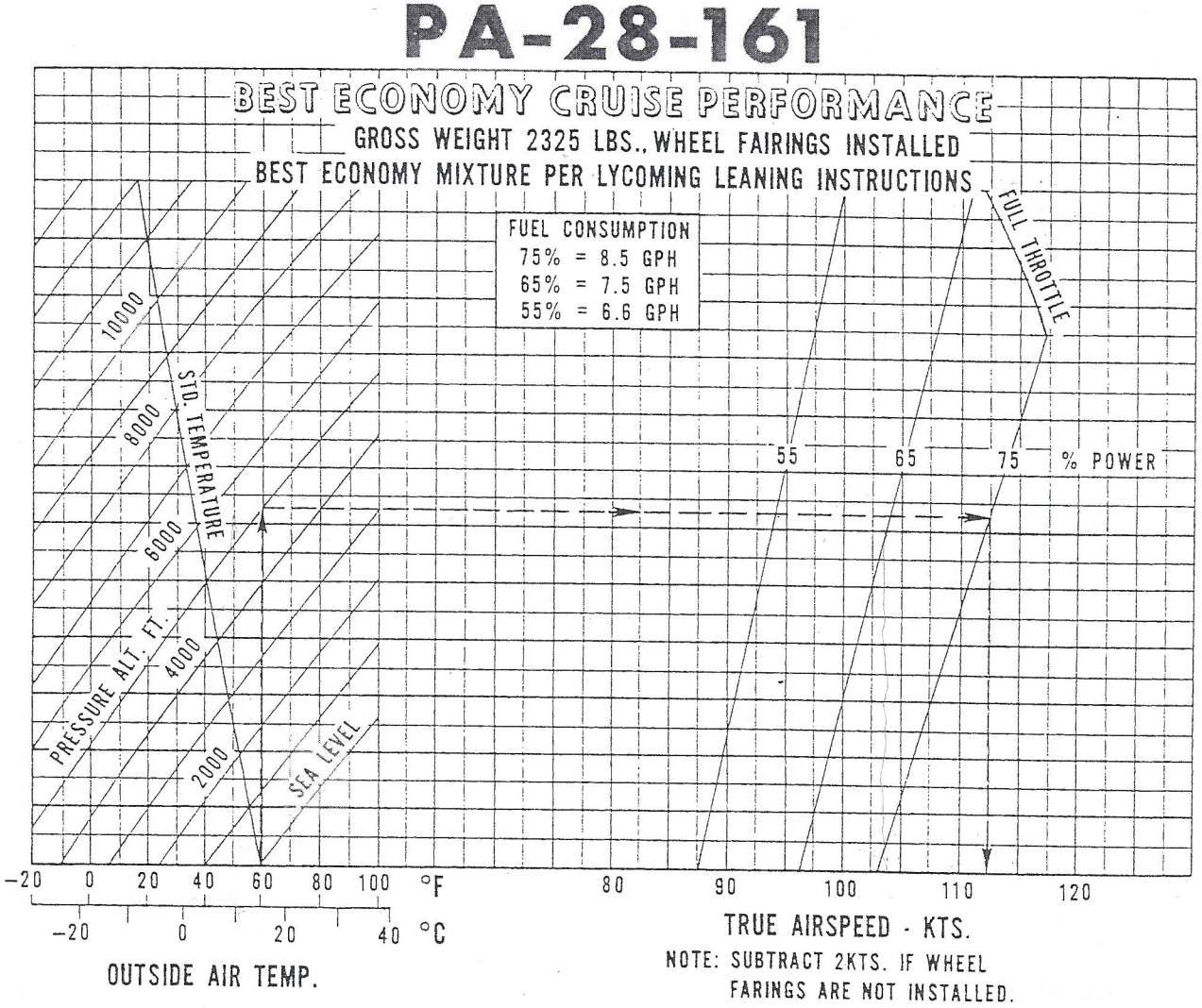


Example:

Departure airport pressure altitude: 1500 ft.
Departure airport temperature: 80° F
Weight: 2325 lbs.
Wind: 15 KTS headwind
Distance over 50 ft. barrier: 2100 ft.
Lift-off speed: 50 KIAS
Barrier speed: 55 KIAS

NORMAL SHORT FIELD TAKEOFF DISTANCE - NO OBSTACLE

Figure 5-6

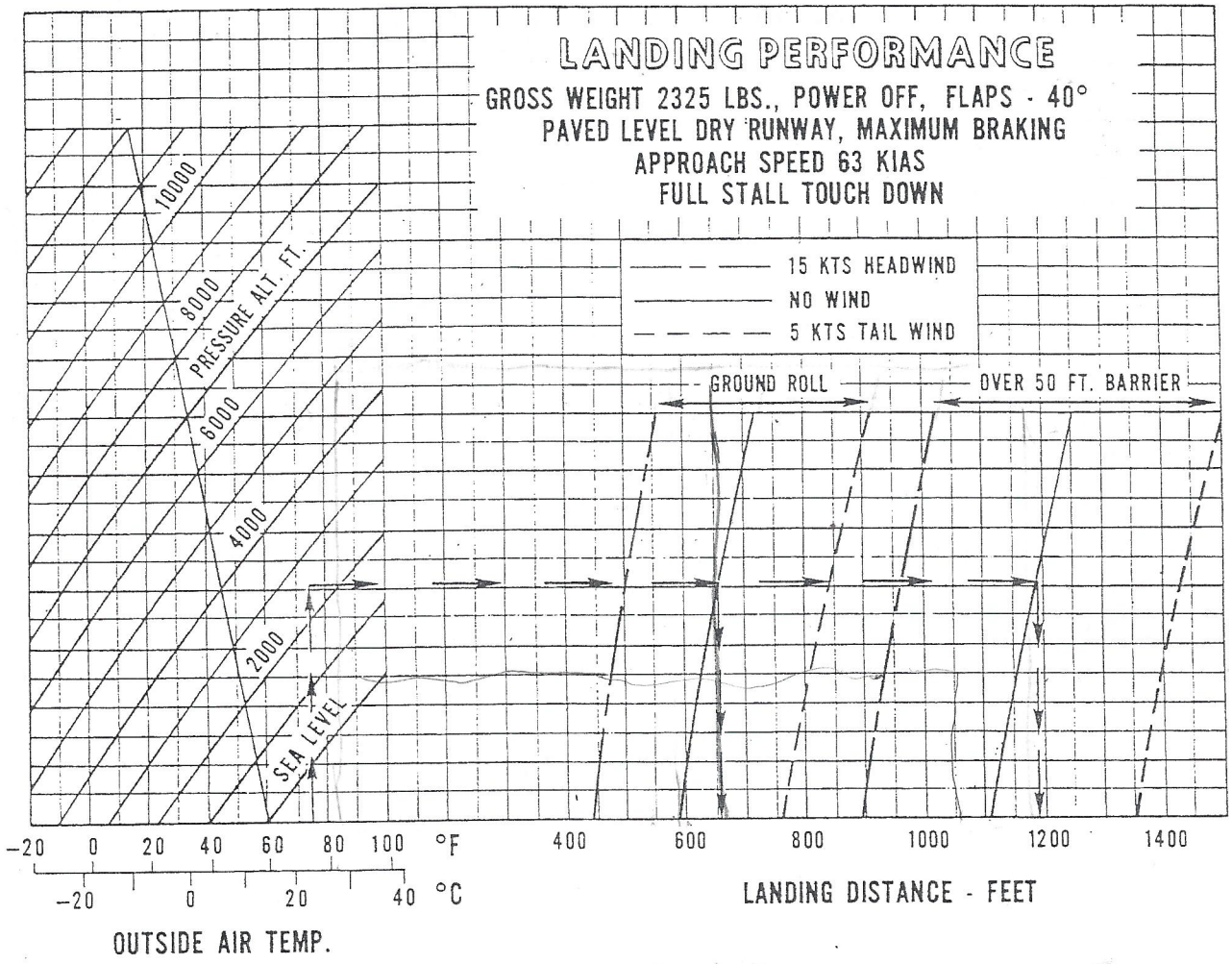


Example:
Cruise pressure altitude: 5000 ft.
Cruise OAT: 60° F
Cruise power: 75% best economy mixture
Cruise speed: 112.5 KTS TAS

BEST ECONOMY CRUISE PERFORMANCE (SERIAL NOS. 28-7716001 THROUGH 7716323)

Figure 5-17

PA-28-161



Example:
Destination airport pressure altitude: 2500 ft.
Destination airport temperature: 75° F
Destination airport wind: 0 KTS
Ground roll: 660 ft.
Distance over 50 ft. barrier: 1190 ft.

LANDING PERFORMANCE

Figure 5-29

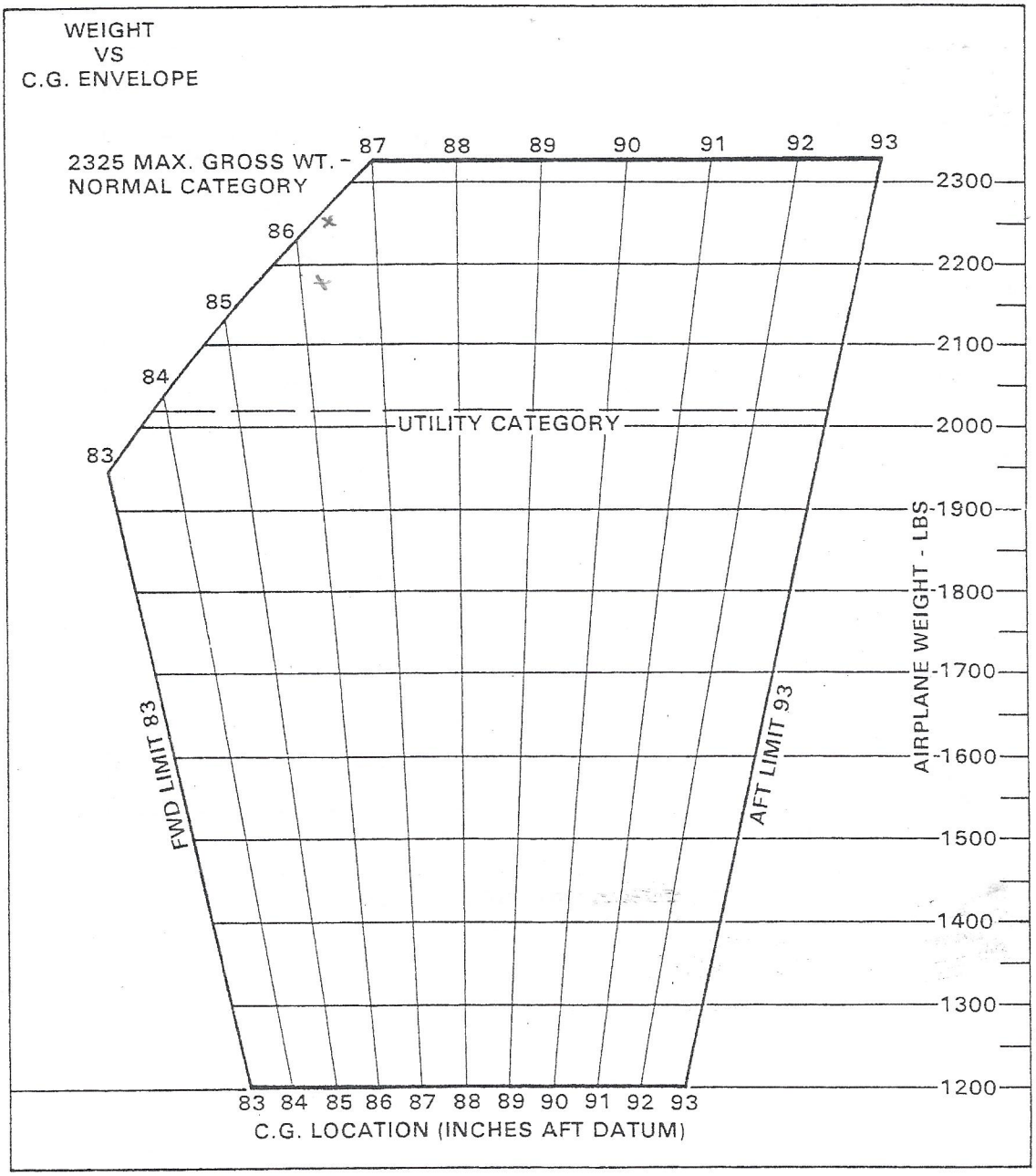
	Weight (Lbs)	Arm Aft Datum (Inches)	Moment (In-Lbs)
Basic Empty Weight			
Pilot and Front Passenger		80.5	
Passenger (Rear Seats)*		118.1	
Fuel (48 Gallon Maximum)		95.0	
Baggage* (200 Lbs. Maximum)		142.8	
Total Loaded Airplane			

Totals must be within approved weight and C.G. limits. It is the responsibility of the airplane owner and the pilot to insure that the airplane is loaded properly. The Basic Empty Weight C.G. is noted on the Weight and Balance Data Form (Figure 6-5). If the airplane has been altered, refer to the Weight and Balance Record for this information.

*Utility Category Operation - No baggage or aft passengers allowed.

WEIGHT AND BALANCE LOADING FORM

Figure 6-11



C. G. RANGE AND WEIGHT

Figure 6-15