



IFR Flight Log

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

FROM TO	FREQ	RADIAL BEARING HEADING	DIST	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
- 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: _____
- IFR currency check(Logbook)
- ETA(date/time) to return back to KDBQ(overnight): _____

UD Instrument Policy

- 1 Min: 500ft ceiling / 1 miles visibility (Improving)
AIM: standard ODP performance: 200ft/nm to 400AGL& Cross 35 ft AGL at DER
- 2 Must file an alternate airport
- 3 Alternate forecast: 1,000ft ceiling & 3 miles vis. @ +/- 1 hour when you arrive alternate
- 4 No metion of ice or advese wx in the forecast

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

VFR	"N"NO	TYPE(Airplane)	Wake Cat.	Equipment: Radio/Nav:	
IFR				Surveillance:	
Departure	DEPART TIME		KTAS	Level(Alt.)	ROUTE
DEST	TIME ENROUTE		Alternate	REMARKS: PBN: Remark	
FUEL ON BOARD HOURS/MINUTES		PERSONS ON BOARD		PIC ADDRESS PHONE BASE	
COLOR/MARKING		DESTINATION CONTACT(UD record)			CLOSE WITH

WEATHER Briefing Resouce(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					
TOTAL FUEL BURN in LBS				-	DATE
LANDING GROSS WT/CG					

REQUIRED CONTACT INFO

Pilot	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.