

Cross Country Planning Aid

Bud Yerly, Custom Flight Creations, Inc.
 Personal checklist to keep on cell phone/computer

Weather Briefing:-

Phone: 1800wxbrief or 18009927433
 On line: www. 1800wxbrief.com Log in: xxxxxxxx PW: xxxxxxxx!!
 Avare: Plan route, get wx brief, and file.

Basic Flight Plan for Phone Brief
 FAA Domestic format as of 2017

Flight Rule	Aircraft ID	Aircraft Type	Aircraft Equipment USA	No. of Aircraft	Non Heavy	Airspeed Kts	Altitude 100s ft.
VFR	N12AY	EUPA	U	1	Non		
Departure Airport	Dept. Date Time	Route of Flight:					
Destination Airport	Time Enroute	Fuel on Board	Remarks:				Souls on Board
Alternate 1	Alt 2. If Required	Pilot Contact:	Alan K Yerly, 813 244-8354, KPCM				
Aircraft Color	Briefing Corredor	Winds Aloft	Enroute Wx Freqs:				
White	50 nm	200 nm					

GMT is +4 Eastern Daylight Savings or Summer Time March through November.

GMT is +5 Eastern Standard Time or Winter Time November through March.

VFR Cross Country Checklist

Equipment you'll need:

VFR Sectional Chart(s) to cover route. Unless electronic charts available.

Airport Facility Directory (A/FD) or FAA, Avare app, AOPA app or paper info. Keep Aim or similar .pdf files on your cell phone or personal in flight computer (ipad, pfd, etc.)

Pilot flight bag organization:

Flight Computer basic E-6B, Plotter, extra markers, pencils, pens, flashlights, a kneeboard, spare batteries, hand held Com & GPS. Aircraft checklist.

Navigation Log printout from computer, phone form or paper. Navigation Log needs to include spaces for Course, Heading, Distance, Time and Fuel or use chart markings as in military.

Aircraft supplies: tow bar, oil, coolant, tie down ropes, basic tools, fuel tester, tire gauge, sic sacks, oxygen bottle.

Pilot gear for all seasons:

Consider a laptop with flight planning software and an external GPS (phone unit OK).

Winter flights: Extra clothing such as baggy sweatpants to put over your clothing to add extra warmth.

Bring a jacket to hang over the back of the seat to put on quickly if necessary. Over water flights: Large black garbage bags to get into (preserves body heat), life jackets with strobes, and raft.

Personal comfort: medications, chewing gum, small snacks & water, spare sunglasses and/or eyeglasses, cell phone. Extra cash..

Cross Country Planning Overview:

The night before:

Verify you have current charts. (electronic charts do not show legends or contact info for SUAs.)

Obtain the departure and destination information from the AF/D

Review the airports, runway length/width, runway numbers, pattern altitude, and traffic pattern.

Where are the fuel pumps, FBO, maintenance available, and get a phone number. (It is always good to call as not everything is on the NOTAMS, like we are closing our pumps for two hours today at your arrival time.)

Notate some of frequencies to be used on your nav log.

Draw your course on the Sectional chart. Time and distance, Landmarks.

Measure the distances between the checkpoints and enter that on the nav log to check against EFB.

Notate magnetic course, distance, time on your nav log or chart.

Get an outlook weather briefing from the FSS/DUATS/AVIATION WX.

Emergency planning:

Weather front Thunderstorm drop in and turn around airports?

Enroute weather changes and min cruise altitude and obstacles ?

Flight following, Flight Service Freqs and Center Freqs. Lost communications plan?

Fuel emergency? Off airport landing sites? Airspace Restrictions, TFR Class D and up.

Compute a weight & balance, considering fuel and baggage CG on landing.

Equipment emergency backups:

VOR out? Transponder out? EFIS failure? Com failure and backup?

Backup plan with and without radar flight following? FSS only?

One or two hours before takeoff:

Pre-flight aircraft paying attention to tires for wear and pressure, oil, coolant.

Obtain a standard weather briefing from the FSS.

Determine changes, new cruising altitude or route as required...

Note at a minimum: NOTAMS, TFRs, Winds aloft (FD report), Bases and Tops, Special use Airspace

VFR Cruising altitude rules vs airspace or obstacles if weather causes heading changes.

Calculate True Airspeed, Ground Speed, Fuel Usage, RPM Settings from POH

Note Course, Heading, Time between checkpoints, and Fuel used between checkpoints on chart/Flt Plan.

Determine if fuel is adequate for the trip, including reserves and divert.

Call destination airports for ETA and non NOTAM remarks i.e. hours of operation changes.

Review any en-route ATC service freqs and agencies.

File a VFR/IFR flight plan.

Develop an alternate plan for weather, fuel or mechanical problems.

If going to a single runway airport, plan for divert in case of runway/airport closure.

Work up a Personal equipment and weather minimums for the trip.

Remember:

Keep up with Actual Time Enroute (in minutes past the hour) to compare with your estimates. Update Estimated Time of Arrival (in minutes past the hour). If the estimate and the actual vary significantly, you'll need to recalculate fuel consumption and Fuel Used and notify FSS. To aid in keeping track is a modified AF Form 70 for printed use if the electronic flight book fails:

