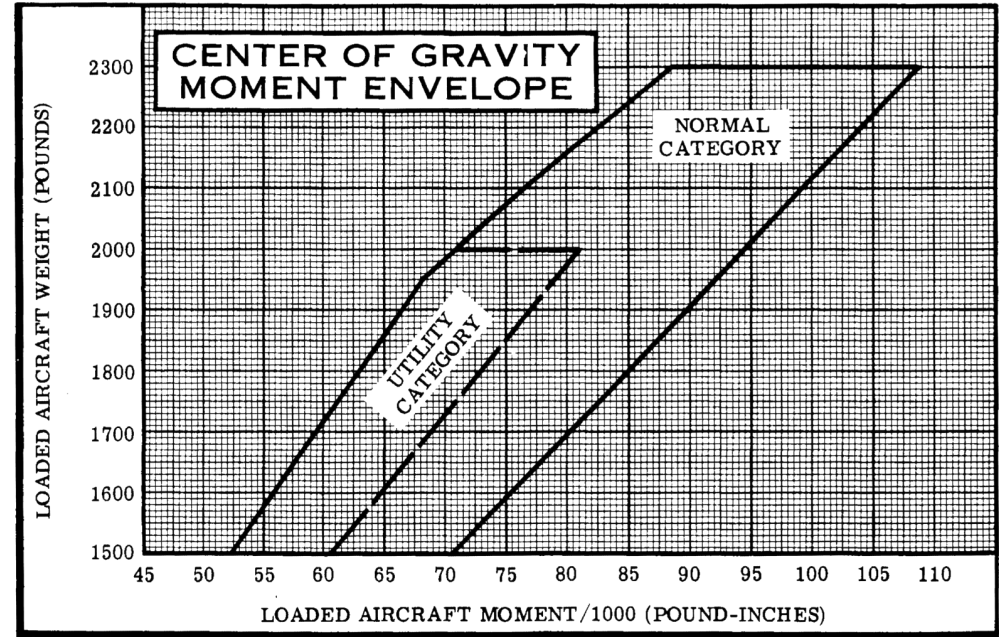


DATE: \_\_\_\_\_ AIRCRAFT: \_\_\_\_\_ PILOT: \_\_\_\_\_

LOADS	WEIGHT	ARM	MOMENT
<b>Basic Empty Weight</b>			
Pilot & Passenger			
Rear Passengers			
Baggage			
<b>Zero Fuel Weight</b>			
Fuel (lbs.)			
<b>Ramp Weight</b>			
Start/ Taxi/Run-up			
<b>TAKE-OFF WEIGHT</b>			
Fuel Burn (lbs.)			
<b>LANDING WEIGHT</b>			
Minimum Fuel Required for Flight _____ (Gallons)			



DEPARTURE		ARRIVAL
ATIS CODE		
WINDS		
VISIBILITY		
CEILING		
TEMP/ DEW POINT		
ALTIMETER		
ACTIVE RUNWAY		
NOTAMS		
AIRCRAFT PERFORMANCE DATA		
Takeoff/ Landing Distance	Ground Roll:	Ground Roll:
Takeoff/ Landing Distance	50' Obstacle:	50' Obstacle:
Density Altitude:	HW/ XW: /	HW/ XW: /
Runways Runway in Use Available Runway Length Traffic Pattern Wind Direction		

**BRIEF.....**

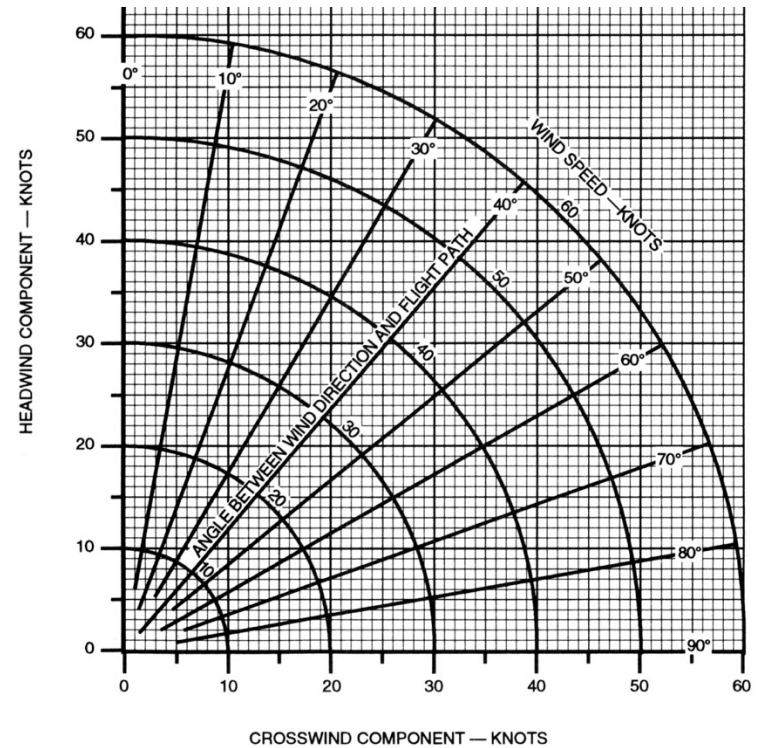
- Runway in Use
- Runway Length
- Actual Wind Direction
- Wake Turbulence Potential
- Type of Takeoff

- In case of Emergency...*
- Engine Failure Before Lift-Off
  - Engine Failure After Lift-Off
  - Positive Exchange of Flight Controls

Any Questions?



Max Demonstrated Crosswind — 15kts



## Pilot

### Required Documents

- Photo ID
- License
- Medical
- Logbook\*  
(Valid endorsements & talk w/ CFI)

### Currency:

- Flight Review
- 3 TO/L for Pax  
Full stop at night
- IFR - 66HITS

### Proficiency:

- Proficient in the plane  
(Type, equipment, automation, etc.)
- Proficient for the Operation  
(XC or local, towered or non-towered, VFR or IFR)

### Health:

- Illness
- Medication
- Stress
- Alcohol
- Fatigue
- Emotion/ Eating

## Aircraft

### Required Documents

- Supplements
- Placards
- Airworthiness
- Registration
- Radio Operating License
- Operating Limitations (POH)
- Weight & Balance

### Maintenance

- #### Inspections:
- Annual
  - VOR
  - 100 Hour
  - ADs
  - Transponder
  - ELT
  - Static/Altimeter

### Required Equipment:

- MEL (if applicable)
- 91.205
- Night IFR
- POH
- TCDSs
- AD's
- Safety

### Inoperative Equipment:

- Not required by M91PTAS
- Marked INOP
- Circuit Breaker Pulled:
- Logged in FSP  
(Must be logged by at least a PPL)
- Do you feel safe flying without this equipment

### Performance:

- Is the aircraft capable & equipped for the operation.
- Fuel & Range
- TO & Landing
- Altitude
- Payload
- Weight & Balance

### Extra Equipment:

- XC Travel Kit for Aircraft

### Squawks

- Checked

## Environment

### Personal Minimums:

- Ceilings: \_\_\_\_\_
- Visibility: \_\_\_\_\_
- Headwind/ Gust Factor: \_\_\_\_\_
- Crosswind: \_\_\_\_\_
- Did you get a weather briefing?
- Is the weather within your personal minimums?
- Are you proficient to fly in these conditions?

### Required Preflight

- #### Info
- NOTAMs
  - Weather
  - Known ATC Delays
  - Runway Lengths
  - Alternates
  - Fuel Required
  - TO/L Distances

### Conditions:

- Are you proficient for:
- Mountainous terrain?
  - High Density Altitude
  - Over-Water Operations?
  - Night Flying?
  - Runway conditions?  
(Wet, Icing, etc.)

### Airspace & Airports:

- Are there restrictions or prohibited airspace on your route?
- Are you proficient in communicating with ATC in the airspace you are flying through?
- File IFR or VFR flight plan?  
(Fuel, maintenance, etc.)

## External Pressures

### Get rid of hazardous attitudes:

- Flying to "impress" people
- Get-there-itis
- Cutting corners for cost savings
- Pilot's general goal-completion orientation.
- Someone waiting at the airport for flights arrival.

If any of the above risks are not ideal, what are your other options?

- Delay/ reschedule the flight
- Drive to destination
- Have alternate plans for arrival.
- Allow extra time & fuel.
- Manage expectations.
- Eliminate pressure to "be there".

- Are you ready to handle unforeseen risks? (Review emergencies & malfunctions)
- Do you have a plan for alternatives? (Unforecast weather, sick pax, etc.)

### Remember!

**Safety** is the priority!  
We are trying to stay alive!

## Flight Risk Assessment Tool

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
<b>Flight Type</b>	VFR	IFR				
<b>Dual/ Solo</b>	Dual		Solo			
<b>Day/ Night</b>	Day		Night			
<b>Rating</b>	CFI/ ATP	CPL	IRA	PPL	Student	
<b>Rest in 24 Hrs</b>	>6 hrs	6-7 hrs		3-5 hrs	<3 hrs	
<b>Visibility</b>	> 15 Miles	10-15 Miles	6-9 Miles	3-5 Miles	<3 Miles	
<b>Ceiling</b>	> 10,000	5,000-9,000	3,000-4,000	1,000-2,000	< 1,000	
<b>Crosswind Departure</b>	0-5 kts	6-10 kts	11-15 kts	16-20 kts	> 20 kts	
<b>Crosswind Destination</b>	0-5 kts	6-10 kts	11-15 kts	16-20 kts	> 20 kts	
<b>Weather Stability</b>	Stable		Slow Deterioration		Rapid Deterioration	
<b>Destination Airport Familiarity</b>	Yes		No			
<b>Hours in Aircraft Type</b>	> 200	151-199	100-150	50-99	< 50	
<b>Hours in Last 90 Days</b>	> 20	15-20	10-14	5-9	< 5	
<b>Total Hours</b>	> 2,000	501-2,000	251-500	100-250	< 100	

Total Risk Score >>>>>

<b>No unusual hazards. Use normal flight planning and established personal minimums and operating procedures.</b>	<b>14-30</b>
<b>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.</b>	<b>31-47 or a 5 in any row</b>
<b>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 crew members on special precautions to be taken during the flight. Consider delaying flight until conditions improve and risk is reduced.</b>	<b>48-63 or a 5 in any 2 rows</b>