

PAVE: Abbreviation for Pilot, Aircraft, Environment and Operation. The pilot should assess the risks associated with each aspect of the flight and make an informed decision regarding the safe conduct of the flight.

Ground Instruction

Planning Guidance

Dual Cross Country – Chesterfield Airport (CFI)

I-95 is undergoing construction along some parts during the night to minimize the impact on traffic. You and a friend would like to attend a meeting about aviation hosted by the Chesterfield Airport. Rather than fight the traffic, you would prefer to rent an aircraft and fly down and back.

You should plan a flight to CFI according to the following procedures

- Plan to fly down at 2,500 feet. The return flight will be at 3,500 feet.
- Plan for a check point just after level off, then one every 15-20 miles.
- Use the Jeppesen VFR flight plan form. Complete the flight log, flight plan form and weather information (when you are ready to depart). Use the appropriate POH as a performance guide.
- Use VORs (BRV and FAK) for primary navigation
- Plan to utilize flight following during the flight
- Plan to open your flight plan immediately after departing the traffic pattern.
- Be prepared to identify each check point by use, ded reckoning and through the use of Nav aids. Be sure to include the use of GPS.
- After your second checkpoint, be prepared to estimate ground speed and the revised estimated time of arrival at your location.
- The return flight should be conducted along a different route. Use direct routing. Plan for a portion of the return flight to be conducted under the hood.

## Flight Profile

**Syllabus:** PP 18

**Flight Lesson:**

**Student:**

**Objectives:** Complete a dual night cross country

**Homework:** Review cross country flight planning guidance.

### Flight Plan

#### ACTION

#### START TIME

##### Preflight:

Preflight the Aircraft (Daylight)  
Obtain Weather  
Conduct risk assessment for the flight (PAVE)

##### Flight:

Normal take off  
Fly to CFI via FAK using VORs as the primary navigation  
Normal landing (X4)  
Break, if necessary  
Normal take off  
Fly direct to EZF (or RMN) using GPS as the primary navigation  
Normal landing

##### Post Flight

Parking and servicing airplane  
Securing Aircraft  
Oral portions and Lesson Review.

### Aircraft Performance Review

Vx: \_\_\_\_\_ Vy: \_\_\_\_\_ Vso: \_\_\_\_\_ Best Glide: \_\_\_\_\_

#### Performance

Pressure Alt: \_\_\_\_\_ Temperature: \_\_\_\_\_ Density Altitude: \_\_\_\_\_

Takeoff Parameters and Distance: \_\_\_\_\_

Landing Parameters and Distance: \_\_\_\_\_

ITEM	WEIGHT	ARM	MOMENT
Aircraft			
Fuel			
Front Passengers			
Rear Passengers			
Baggage Area			
Totals			

**Weather:** 1 800-992-7433

#### Briefing Elements

1. Pilot Rating (w/ VFR/IFR)
2. A/C Tail Number:
3. Departure Airport:
4. ETD and ETE:
5. Route of Flight
6. Destination:
7. Altitude:
8. Type of Brief:

#### Standard Brief from FSS:

Adverse Conditions:

VFR Recommendation:

Synopsis:

Current Conditions:

Forecast Conditions:

Winds Aloft      LOC                      30                      60

NOTAMS: