VFR Cross Country Planning Guide

You will need: VFR sectional, navigation log, chart supplement, operator's manual, plotter, E6B, yard stick (or something to draw a course line with), pencil (not a pen) with eraser.

1. Check weather for departure, en-route and destination airports. Use the information to fill out **airport & ATIS information advisories.**
    - Note wind direction / velocity and temperature on the **Wind** section of the nav log.
    - The first set of boxes will be used for the departure airport wind/temp information.
        - The WX boxes below the departure WX box can be completed once you choose your cruise altitude in the next step. (You will need the winds / temps aloft information).
2. Find cruise altitude and note on nav log. Consider below notes for choosing an altitude:
    - Hemispheric rule
    - Terrain / obstacles
    - Winds / temps aloft
3. Figure out performance using the operator's manual. Note on nav log.
    - True Airspeed
    - Fuel Burn
4. Find true course and distance with plotter:
    - Place straight edge from departure airport to destination airport and make dark, visible line between the airports.
    - Place the plotter along the line you made and line the azimuth up with a line of latitude on the sectional. Note the course on the navigation log.
    - While the plotter is lined up with the course, note the total distance using nautical miles.
5. Find time, distance and fuel for top of climb and top of decent using the guides provided.
    - Label TOC/TOD on sectional and nav log.
    - Note the time, distance and fuel on the nav log.
6. Find VFR checkpoints that are 10 - 15 NM apart between TOC/TOD.
    - Use towns/cities, airports, lakes etc.
    - Do not choose points directly along the route, as they can be difficult to see underneath the airplane.
    - Mark each point on the sectional and note it in the check points portion of the navigation log.
    - Note the distances between checkpoints on the **Dist**. section of the nav log (Leg/Rem.)
7. Use E6B to find the wind correction angle for each segment of flight. This will be the true heading **(TH)**. Make a note of ground speed in the **GS** section also.
8. Find the closest line of variation to your course. Use it to find the magnetic heading (**MH**)
9. Use the compass card in the airplane to find the compass heading (**CH**).
10. Use E6B to find fuel used / remaining for each leg.
11. Complete **Airport Frequencies** section.
12. Complete **VOR** section.