Pilot's Guide

AOPA AIR SAFETY FOUNDATION

Flight Planner

WEATHER BRIEFING
Phone 1-800-WX-BRIEF
1-800-992-7433

EST+5= UTC	EDT+4= UTC	AST+9= UTC
CST+6= UTC	CDT+5= UTC	ADT+8= UTC
MST+7= UTC	MDT+6= UTC	HST+10= UTC
PST+8= UTC	PDT+7= UTC	

BACKGROUND INFORMATION NEEDED

1. Pilot Qualifications (e.g., Private, Instrument)
2. Type of Flight (VFR/IFR)
3. Aircraft N-Number or Pilot's Name
4. Aircraft Type
5. Departure Airport
6. Route of Flight
7. Destination/Alternate
8. Flight Altitude(s)
9. ETD and ETE

TYPE OF BRIEFING: ☐ Standard ☐ Abbreviated ☐ Outlook

ADVERSE CONDITIONS

WINDS ALOFT

	Altitudes				
Station					

Flight Watch: 122.0 Flight Service: 122.2 (and as published)

LIGHT GUN SIGNALS

Signal	Aircraft on surface	Aircraft in flight
Steady green	Cleared for takeoff	Cleared to land
Flashing green	Cleared to taxi	Return for landing
Steady red	Stop	Give way to other a/c & circle
Flashing red	Taxi clear of runway in use	Airport unsafe—do not land
Flashing white	Return to starting point at airport	Not applicable
Alternating red and green	Exercise extreme caution	Exercise extreme caution

CURRENT CONDITIONS

Departure Airport _____

En Route

Destination Airport _____

Alternate _____

PIREPs/RAREPs

FORECAST CONDITIONS

Departure Airport _____

En Route

Freezing Level:
Departure En Route Destination

Destination Airport _____

Alternate _____

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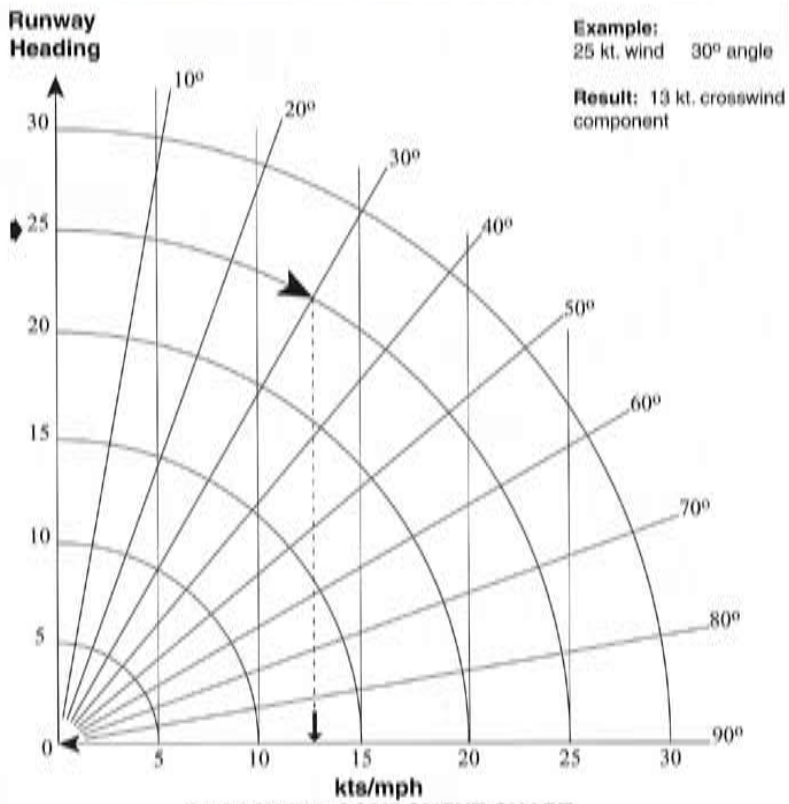
AWOS / ASOS Frequencies

City	Site ID	Freq	Telephone	Type
Battle Mountain	KAMW	119.45	---	---
Carson City	KHQU	119.925	775-884-4708	Awos III
Elko	KEKO	132.175	775-753-8900	Awos III
Elko	KEKO	120.775	775-778-9639	Asos
Ely	KELY	120.625	702-289-4466	Asos
Las Vegas	KLAS	ATIS	702-736-1416	Asos
Las Vegas	KVGT	ATIS-PT	702-648-6633	Asos
Lovelock Derby Field	KLOL	120.675	775-273-0427	Asos
Mercury	KDRA	119.675	702-295-7278	Asos
Minden-Tahoe	KJZP	119.325	775-782-6264	Awos III
Reno Tahoe Int'l	KRNO	ATIS	703-324-6659	Asos
Stead Airport (Reno)	KFZG	135.175	775-677-0589	Awos III
Tonopah	KTPH	118.875	775-482-3441	Asos
Winnemucca	KWMC	120.175	702-625-2200	Asos

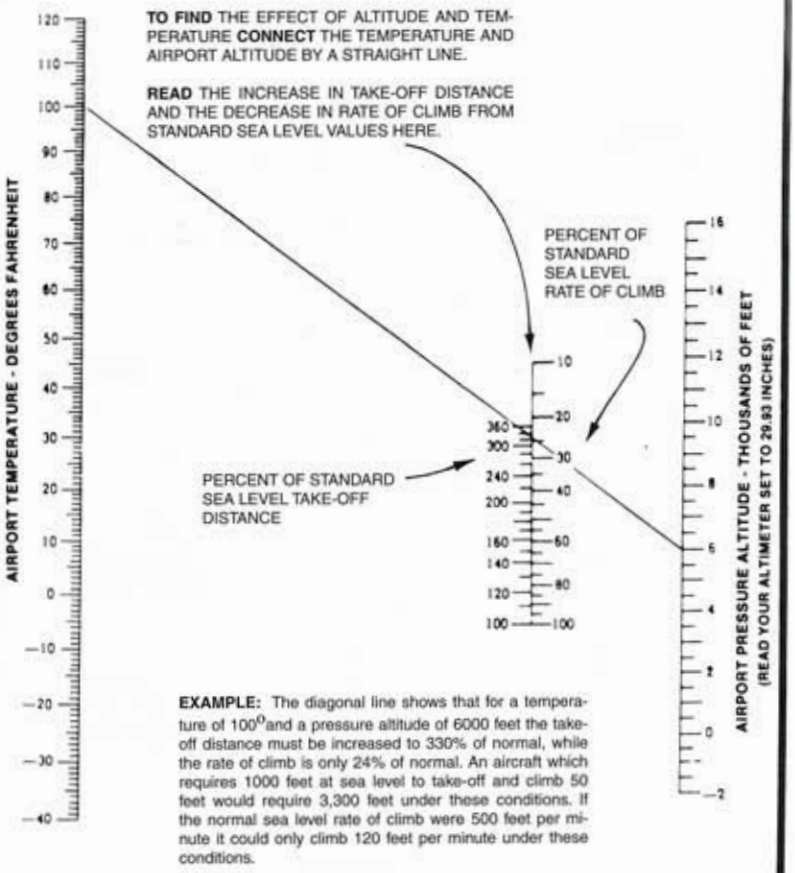


CROSSWIND COMPONENT CHART

Instructions for Use

The crosswind component chart is very useful and handy for ready reference. To use the Chart you must know runway heading, surface wind velocity and direction, and the maximum crosswind component allowed for the aircraft you are operating. Whenever wind conditions are gusty, it is suggested that the peak value be applied, and when wind direction is variable apply the greatest angle. Enter the chart at the wind speed scale, proceed to the right along the arc until it intersects the wind direction angle of the runway heading. At this proceed straight down the wind component scale and read the value. If the component is greater than that allowed for your aircraft, check for a runway that will offer less of a crosswind component, or land at a different airport where conditions will be more favorable. Remember the same effects will be experienced on take-off and once off you may be forced to return. So a good rule would be to never exceed your max crosswind component on either take-off or landing.

MODIFIED KOCH CHART FOR ALTITUDE AND TEMPERATURE EFFECTS



EXAMPLE: The diagonal line shows that for a temperature of 100°and a pressure altitude of 6000 feet the take-off distance must be increased to 330% of normal, while the rate of climb is only 24% of normal. An aircraft which requires 1000 feet at sea level to take-off and climb 50 feet would require 3,300 feet under these conditions. If the normal sea level rate of climb were 500 feet per minute it could only climb 120 feet per minute under these conditions.

This chart indicates typical representative values for "personal" airplanes.

For exact values consult your airplane flight manual.

The chart may be conservative for airplanes with supercharged engines.

Also remember that long grass, sand, mud, or deep snow can easily double your take-off distance.

IN-FLIGHT INTERCEPT PROCEDURES

If you are intercepted by a U.S. Military or law enforcement aircraft, immediately:

1. Follow the instructions given by the intercepting aircraft. *(See chart at right.)*
2. Notify ATC, if possible.
3. Attempt to communicate with ATC on the emergency frequency **121.5 MHz**, giving the identity and position of your aircraft and the nature of the flight.
4. If equipped with a transponder, squawk 7700, unless otherwise instructed by ATC. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, request clarification while continuing to comply with the instructions given by the intercepting aircraft.

Intercepting aircraft signal	Meaning	Intercepted aircraft response	Meaning
Rocks wings. After acknowledgement initiates a slow level turn, normally to the left, into the desired heading. (Also, at night flash the navigational lights.)	You have been intercepted.	Rocks wings and follows. (Also, at night flash navigational lights.)	I understand and will comply.
Performs an abrupt breakaway maneuver consisting of a climbing 90 degree turn, or more, without crossing the intercepted aircraft's flight path.	You may proceed.	Rocks wings.	I understand and will comply.
Circles airport, lowers landing gear, and overflies runway in the direction of landing. (Also, at night turn the landing lights on.)	Land at this airport.	Lowers landing gear, follows the intercepting aircraft and lands if the runway is considered safe (Also, at night turn the landing lights on.)	I understand and will comply.

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Intercepted aircraft signal	Meaning	Intercepting aircraft response	Meaning
Raises landing gear while flying over runway between 1,000' and 2,000', and continues to circle the airport.	This airport is inadequate.	If the intercepted aircraft is requested to go to an alternate airport, the intercepting aircraft raises its landing gear and uses the intercept procedures.	Understood, follow me.
(At night, the pilot of the intercepted aircraft will also flash landing lights while passing over the runway.)		To release the intercepted aircraft, the intercepting aircraft will perform the breakaway maneuver.	Understood, you may proceed.
The pilot switches on and off all available lights at regular intervals.	Cannot comply.	Performs the breakaway maneuver.	Understood.
The pilot switches on and off all available lights at irregular intervals.	In distress.	Performs the breakaway maneuver.	Understood.

For information on AOPA or AOPA's Legal Service Plan, call 800-USA-AOPA (872-2672) or visit www.aopa.org/legalservices.html