

# Cross-Country Navlog

Departure airport \_\_\_\_\_ Destination airport \_\_\_\_\_ Alternate airport \_\_\_\_\_ Date \_\_\_\_\_  
Aircraft ident / type \_\_\_\_\_ Planned true airspeed (TAS) \_\_\_\_\_ kt Cruising altitude \_\_\_\_\_ ft Fuel on board at start \_\_\_\_\_ gal  
[Weather briefing — time / source \_\_\_\_\_]

## § 91.103 — Preflight action

Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include—

(a) For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATC;

(b) For any flight, runway lengths at airports of intended use, and the following takeoff and landing distance information:

- ☐ Weather reports and forecasts checked — § 91.103(a)
- ☐ Fuel requirements calculated — § 91.103(a)
- ☐ Alternatives checked if the flight cannot be completed as planned — § 91.103(a)
- ☐ Known ATC traffic delays checked — § 91.103(a)
- ☐ Runway lengths at airports of intended use checked — § 91.103(b)
- ☐ Takeoff and landing distance data checked against the POH/AFM — § 91.103(b)

Not in § 91.103, but on every good navlog:

☐ NOTAMs checked ☐ Weight and balance completed

| Checkpoint | Altitude | Wind<br>(dir/vel) | TAS   | True        |       |              | Magnetic  |                  | Compass   |                 | GS<br>(est/act) | Distance<br>(leg/rem) | Time off / ETE /<br>ETA / ATA | Fuel<br>(used/rem) |
|------------|----------|-------------------|-------|-------------|-------|--------------|-----------|------------------|-----------|-----------------|-----------------|-----------------------|-------------------------------|--------------------|
|            |          |                   |       | True course | WCA   | True heading | Variation | Magnetic heading | Deviation | Compass heading |                 |                       |                               |                    |
| _____      | _____    | _____             | _____ | _____       | _____ | _____        | _____     | _____            | _____     | _____           | _____           | _____                 | _____                         | _____              |
| _____      | _____    | _____             | _____ | _____       | _____ | _____        | _____     | _____            | _____     | _____           | _____           | _____                 | _____                         | _____              |
| _____      | _____    | _____             | _____ | _____       | _____ | _____        | _____     | _____            | _____     | _____           | _____           | _____                 | _____                         | _____              |
| _____      | _____    | _____             | _____ | _____       | _____ | _____        | _____     | _____            | _____     | _____           | _____           | _____                 | _____                         | _____              |
| _____      | _____    | _____             | _____ | _____       | _____ | _____        | _____     | _____            | _____     | _____           | _____           | _____                 | _____                         | _____              |
| _____      | _____    | _____             | _____ | _____       | _____ | _____        | _____     | _____            | _____     | _____           | _____           | _____                 | _____                         | _____              |
| _____      | _____    | _____             | _____ | _____       | _____ | _____        | _____     | _____            | _____     | _____           | _____           | _____                 | _____                         | _____              |
| _____      | _____    | _____             | _____ | _____       | _____ | _____        | _____     | _____            | _____     | _____           | _____           | _____                 | _____                         | _____              |
| _____      | _____    | _____             | _____ | _____       | _____ | _____        | _____     | _____            | _____     | _____           | _____           | _____                 | _____                         | _____              |
| Totals     |          |                   |       |             |       |              |           |                  |           |                 |                 |                       |                               |                    |

§ 91.103 source. Quoted verbatim from 14 CFR at eCFR issue date 2026-08-24, retrieved 2026-08-31. Frozen artifact: reference/ecfr-14-cfr-91.103-2026-08-24.xml. Check against the current text before relying on it.

Column set. The column family — checkpoint, altitude, wind, true course, WCA, true heading, variation, magnetic heading, deviation, compass heading, ground speed, distance, time and fuel, in that order — follows PHAK Ch 16's own flight-log presentation (Fig. 16-26/16-27). The formula "TC ± WCA = TH ± V = MH ± D = CH" is carried verbatim from that same discussion; no other PHAK text is quoted on this page. Source: FAA-H-8083-25C (July 2023), Chapter 16, Navigation.

Work the wind triangle on the flight computer at [runuplab.com/tools/e6b](https://runuplab.com/tools/e6b) before you copy the numbers over — this sheet does no arithmetic.