

NWKRAFT

NOTAMs (Taken from the end of the weather briefing)

KTIP- There are no runway or taxiway closures. It should be noted that some lighting is out of service. This should not be a problem because this flight is taking place during the day. The PAPI system is out on Runway 27, so there is not going to be any visual glideslope indication on this runway. There are no obstruction NOTAMs at KTIP.

KPIA- There is WIP on the GA ramp at KPIA. There are several obstruction NOTAMs for KPIA. All obstructions are more than 5 nm away from the airport and below 500 ft AGL. There are two cranes at KPIA to be on the lookout for, they are at 70 ft AGL.

Weather

This information is on the weather summary page.

Known ATC Delays

I accessed the following website: <https://nasstatus.faa.gov/>

There are no known ATC delays for my route of flight.

Runway lengths

Runway lengths are all greater than 5,000 feet, and per the performance calculations that I have made, are sufficient for this flight.

Alternate airport plan

Alternate airport at KTIP is KCMI or KBMI. Alternate airport at KPIA is KSPI or KBMI

Fuel requirements

Exact fuel requirements are shown on the navigation log. I will be taking off with 48 gallons of usable fuel. That is more than sufficient for the flight and also for VFR, daytime, alternate airport fuel requirements.

Takeoff and Landing distances

Exact takeoff and landing distances are shown on the distances performance charts. In general all takeoff and landing distances are under 3,000 feet.