# HOT & HIGH
GO / NO-GO CARD

## DANGER STACKS — BEWARE WHEN THESE ALIGN

- [ ] **DA exceeds field elevation by 2,000–3,000 ft** or more
- [ ] At or near **maximum gross weight**
- [ ] Runway is **short, soft, high, or has obstacles** off the departure end
- [ ] **Terrain rises faster** than your (degraded) climb rate
- [ ] Hot afternoon — DA still **climbing** toward the day's peak

The classic accident profile is all of these at once: a loaded aircraft, a mountain strip, a hot afternoon.

## BUY BACK THE MARGIN

- **Go early.** Depart in the cool of morning when DA is lowest.
- **Go light.** Leave fuel or baggage behind — every pound stretches the roll.
- **Use it all.** Take every available foot of runway.
- **Lean for power.** Set best-power mixture for the altitude per your POH.
- **Plan at the real DA**, not sea level. Recompute for today's conditions.

## DA HAZARD SCALE

VS. FIELD ELEVATION

| | |
|---|---|
| **NORMAL** | DA near field elevation — expected performance, standard planning. |
| **CAUTION** | DA 2,000–3,000 ft above field — plan carefully, check POH numbers. |
| **HIGH RISK** | DA >3,000 ft above field, or >8,000 ft DA for piston near gross — be deliberate. |

## BEFORE YOU ROLL

Enter today's density altitude into your POH takeoff & climb charts. **If the book numbers don't clear the runway and terrain you actually have — with margin — don't go.**