
Flight Planning

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Frequent or Planned Destinations Record

Airport _____ Ident. _____
FBO _____ Freq. _____ Tel: () _____
Fax: () _____
Hotel _____ Tel: () _____
Fax: () _____
Catering _____ Tel: () _____
FSS _____ Tel: () _____

Airport _____ Ident. _____
FBO _____ Freq. _____ Tel: () _____
Fax: () _____
Hotel _____ Tel: () _____
Fax: () _____
Catering _____ Tel: () _____
FSS _____ Tel: () _____

Airport _____ Ident. _____
FBO _____ Freq. _____ Tel: () _____
Fax: () _____
Hotel _____ Tel: () _____
Fax: () _____
Catering _____ Tel: () _____
FSS _____ Tel: () _____

Notes _____

CAE SimuFlite

Airport _____ Ident. _____

FBO _____ Freq. _____ Tel: () _____

Fax: () _____

Hotel _____ Tel: () _____

Fax: () _____

Catering _____ Tel: () _____

FSS _____ Tel: () _____

Airport _____ Ident. _____

FBO _____ Freq. _____ Tel: () _____

Fax: () _____

Hotel _____ Tel: () _____

Fax: () _____

Catering _____ Tel: () _____

FSS _____ Tel: () _____

Airport _____ Ident. _____

FBO _____ Freq. _____ Tel: () _____

Fax: () _____

Hotel _____ Tel: () _____

Fax: () _____

Catering _____ Tel: () _____

FSS _____ Tel: () _____

Notes _____

Flight Planning – General

Takeoff Weight Determination

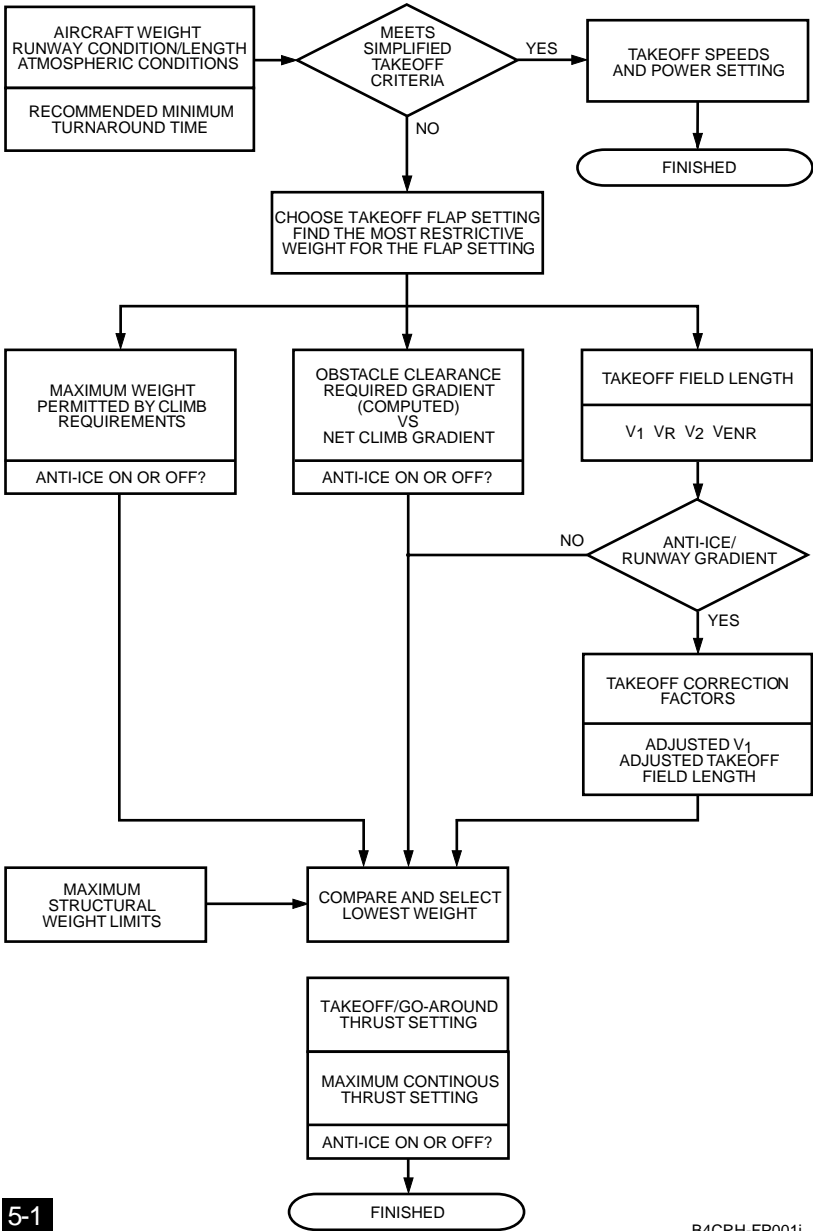
Charts in the Aircraft Flight Manual (AFM), Performance Section V, facilitate determination of the maximum takeoff gross weight permitted by FAR 25, as well as associated speeds and flight paths.

The flow chart (**Figure 5-1**) on page 5-6 illustrates the steps to determine appropriate takeoff weight.

Takeoff weight (**Figure 5-2**), page 5-7 is limited by the most restrictive of the following:

- maximum certified takeoff weight
- maximum takeoff weight permitted by climb requirements
- takeoff field length.

Takeoff Weight Determination Procedure

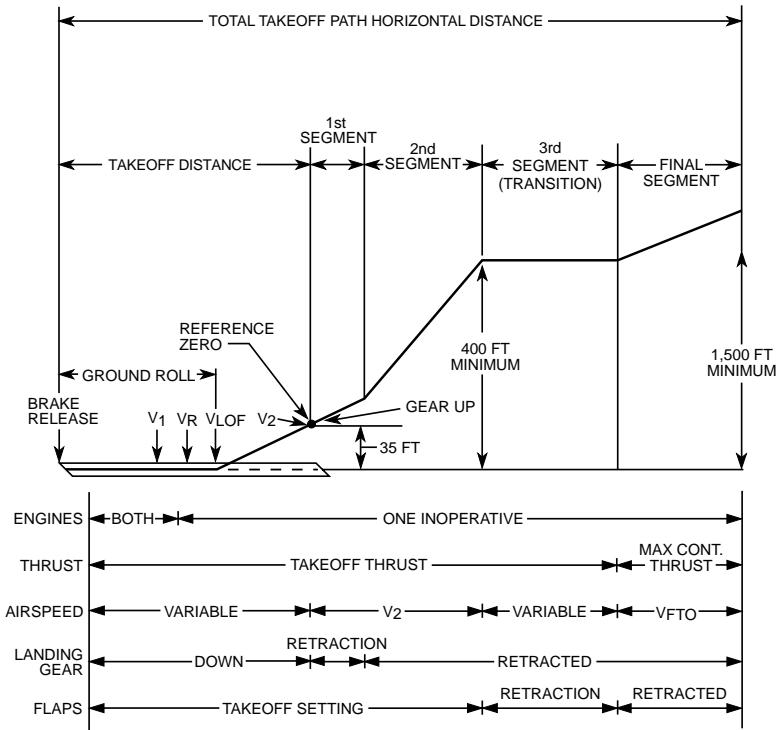


5-1

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Takeoff Profile

One Engine Inoperative



5-2

Landing Weight Determination

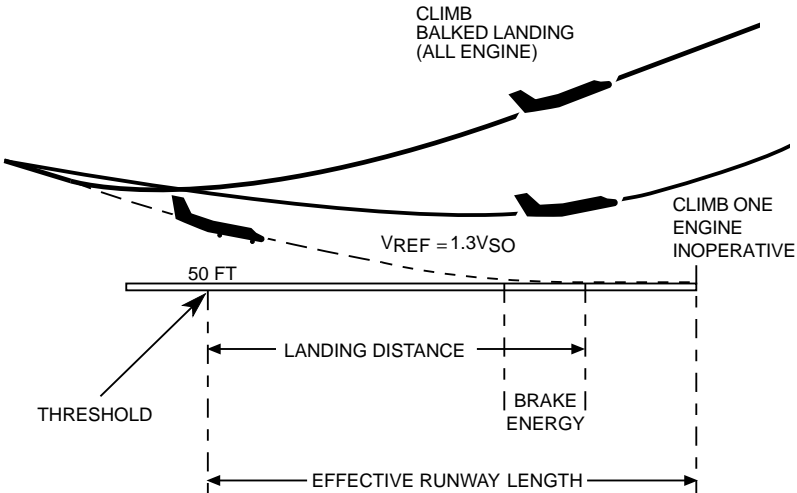
Charts in the Airplane Flight Manual (AFM), Performance Section V, facilitate determination of approach and landing climb performance, landing field requirements, and approach speed values.

The flow chart (**Figure 5-4**) on page 5-9 illustrates the steps to determine maximum allowable landing gross weight.

Landing Path Profile

The maximum allowable landing weight (**Figure 5-3**) is limited by the most restrictive of the following:

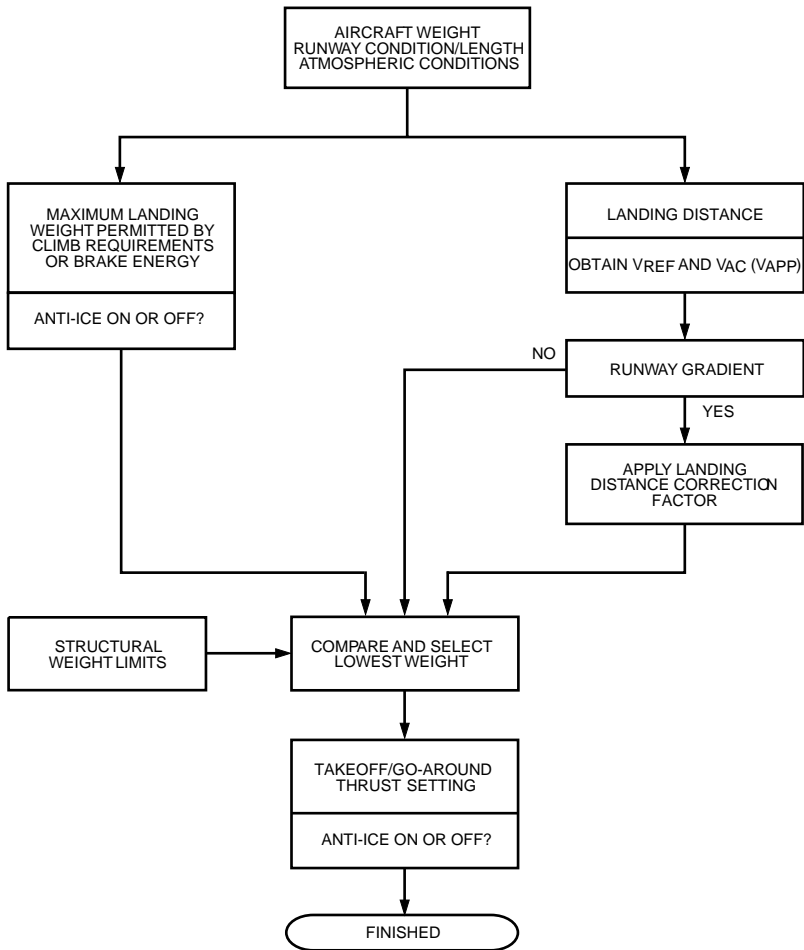
- maximum certified landing weight
- maximum landing weight permitted by climb requirements or brake energy
- landing distance.



5-3

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Landing Weight Determination Procedure



Weight and Balance Schedule

Line	Item	Weight (LB)	CG (IN)	MOM/100 (LB/IN)	C.G. (%MAC)
	Pilot				
	Copilot				
	Passenger 1				
	Passenger 2				
	Passenger 3				
	Passenger 4				
	Passenger 5				
	Passenger 6				
	Passenger 7				
	Subtotal				
	Baggage				
	Baggage				
	Galley Cabinet				
	Aft Fuselage				
	Subtotal				
	Cabinet and Provisions				
	Galley				
	Map Case				
	Phone/Ice Chest/Storage				
	Vanity				
	Subtotal				
	Total				

Weight and Balance Determination

To determine that an aircraft is within and remains within the gross weight and center of gravity limitations, follow the steps below to complete a loading schedule. Refer to the Weight and Balance Manual for loading tables and weight and balance data sheets.

1. Enter crew and passenger weights; use the Crew and Passenger Loading Table to determine the moment for each load station.
2. Enter weights for baggage loading the nose, aft cabin, and tailcone compartments. Use the Baggage Loading Table to determine the moments for baggage loading in these areas.
3. Enter cabinet contents weight; use the Cabinet Loading Table to determine the cabinet contents moment.
4. Total the payload items and enter the totals on the loading form in two places: at the bottom of the left Payload Computations section and on row 2 of the right section.
5. Enter the basic empty weight and moment; obtain these figures from the latest aircraft weighing form or the latest weight and balance form.
6. Add the basic empty weight and moment to payload weight and moment; enter the total, which is zero fuel weight, in row 3.
7. Determine the zero fuel weight center of gravity; divide moment by weight and multiply by 100. Check approved zero fuel weight CG limits in next column or use the CG Envelope Limits Graph.
8. Use the Fuel Loading Table to determine the moment for the amount of fuel being loaded for the flight; enter the fuel loading weight and moment.

9. Add zero fuel weight and fuel loading to obtain ramp weight. Check maximum ramp weight limits on the CG Envelope Limit Graph.
10. Subtract the fuel and moment used for taxi (assume a standard 200-pound burn off). Determine the taxi fuel moment by computing the difference in moments of fuel loaded and fuel remaining on board after taxi. Check the takeoff weight and moment for approved limits; divide the moment by the weight and multiply by 100. Check approved zero fuel weight CG limits in next column or use the CG Envelope Limits Graph.
11. Determine the estimated fuel to destination weight. Determine the fuel to destination moment, which is the difference in moments of fuel remaining after taxi and the fuel remaining after reaching destination.
12. To determine landing weight and moment, subtract the fuel to destination weight and moment from takeoff weight and moment. Check these totals for approved limits; divide moment by weight and multiply by 100. Check approved landing weight CG limits in next column or use the CG Envelope Limits Graph.

International Flight Planning

Frequently Used International Terms

International Term	Explanation
ACC	Area Control Center
ADCUS	Advise Customs
AFIL	Air-Filed ICAO Flight Plan
ARINC	Aeronautical Radio Inc.
ATS	Air Traffic Services
BERNA	Swiss Radio Service
DEC	General Declaration (customs)
ETP	Equal Time Point (navigation)
FIC	Flight Information Center
FIR	Flight Information Region
GCA	Ground Controlled Approach
GEOMETER	A clear plastic attachment to a globe that aids in making surface measurements and determining points on the globe
IATA	International Air Traffic Association
ICAO	International Civil Aviation Organization
MET	See METAR
METAR	Routine Aviation Weather Reports
MNPS	Minimum Navigation Performance Specifications
NAT	North Atlantic
NOPAC	North Pacific

International Term	Explanation
OAG	Official Airline Guide
OKTA	Measure of cloud cover in eighths (five OKTAs constitute a ceiling)
OTS	Organized Track Structure
PPO	Prior Permission Only
PSR	Point of Safe Return (navigation)
QFE	Used in some nations; an altimeter setting that causes the altimeter to read zero feet when on the ground
QNE	Altimeter setting used at or above transition altitude (FL 180 in US); this setting is always 29.92
QNH	Altimeter setting that causes altimeter to read field elevation on the ground
SITA	Societe Internationale de Telecommunications Aeronautiques; international organization provides global telecommunications network information to the air transport industry
SPECI	Aviation selected special WX reports
SSR	Secondary Surveillance Radar
TAF	Terminal Airdrome Forecast
UIR	Upper Information Region
UTA	Upper Control Area
WWV/WWVH	Time and frequency standard broadcast stations

International Operations Checklist

Aircrews are required to carry all appropriate FAA licenses and at least an FCC Restricted Radio Telephone Operations license. In addition, passport, visas, and an International Certificate of Vaccination are often required. The International Flight Information Manual (IFIM) specifies passport, inoculation and visa requirements for entry to each country.

The IFIM is a collection of data from Aeronautical Information Publications (AIP) published by the civil aviation authorities (CAA) of various countries.

The following detailed checklist should be helpful in establishing international operations requirements and procedures. You may want to use it to prepare your own customized checklist for your organization's planned destinations.

I. DOCUMENTATION

PERSONNEL, CREW

- Airman's certificates
- Physical
- Passport
- Extra photos
- Visa
- Tourist card
- Proof of citizenship (not driver's license)
- Immunization records
- Traveler's checks
- Credit cards
- Cash
- Passenger manifest (full name, passport no.)
- Trip itinerary
- International driver's license

AIRCRAFT

- Airworthiness certificate
- Registration
- Radio licenses
- MNPS certification
- Aircraft flight manual
- Maintenance records
- Certificates of insurance (US military and foreign)
- Import papers (for aircraft of foreign manufacture)

II. OPERATIONS

PERMITS

- Flight authorization letter
- Overflights
- Landing
- Advance notice
- Export licenses (navigation equipment)
- Military
- Customs overflight
- Customs landing rights

SERVICES

Inspection

- Customs forms
- Immigrations
- Agricultural (disinfectant)

Ground

- Handling agents
- FBOs
- Fuel (credit cards, carnets)

- Maintenance
 - Flyaway kit (spares)
 - Fuel contamination check

Financial

- Credit cards
- Carnets
- Letters of credit
 - Banks
 - Servicing air carriers
 - Handling
 - Fuelers
- Traveler's checks
- Cash

COMMUNICATIONS

Equipment

- VHF
- UHF
- HF SSB
- Headphones
- Portables (ELTs, etc.)
- Spares

Agreements

- ARINC
- BERNA (Switzerland)
- SITA
- Stockholm

NAVIGATION

Equipment

- VOR
- DME
- ADF
- Inertial
- VLF/OMEGA
- LORAN
- GPS

Publications

- Onboard computer (update)
- En route charts (VFR, IFR)
- Plotting charts
- Approach charts (area, terminal)
- NAT message (current)
- Flight plans
- Blank flight plans

III. OTHER PUBLICATIONS

- Operations manual
- International Flight Information Manual
- Maintenance manuals
- Manufacturer's sources
- World Aviation Directory
- Interavia ABC
- Airports International Directory
- MNPS/NOPAC
- Customs Guide

IV. SURVIVAL EQUIPMENT

- Area survival kit (with text)
- Medical kit (with text)
- Emergency locator transmitter
- Flotation equipment
 - Raft
 - Life Jackets

V. FACILITATION AIDS

- US Department of State
- US Department of Commerce
- US Customs Service
- National Flight Data Center (FAA) Notams
- FAA Office of International Aviation
- FAA Aviation Security

VI. OTHER CONSIDERATIONS

- Preflight planner
- Aircraft locks
- Spare keys
- Security devices
- Commissary supplies
- Electrical adapters (razors, etc.)
- Ground transportation
- Hotel reservations
- NBAA International Feedback cards
- Catering
- WX service
- Reservations
- Slot times

ICAO International Flight Plan Form

AIR TRAFFIC SERVICES ICAO FLIGHT PLAN		SERVICES DE LA CIRCULATION AERIENNE OACI PLAN DE VOL	
PRIORITY / PRIORITE ≡≡≡ FF		ADRESSE(S) / DESTINATAIRE(S) _____ _____ _____	
FILING TIME / HEURE DE DEPART _____		ORIGINATOR / EXPEDEITEUR ≡≡≡	
SPECIFIC IDENTIFICATION OF ADDRESSEES AND/OR ORIGINATOR / IDENTIFICATION PRECISE D'ADRESSES DESTINATAIRES(S) ET/OU DE L'EXPEDEITEUR _____			
MESSAGE / TYPE DE MESSAGE ≡≡≡		AIRCRAFT IDENTIFICATION / IDENTIFICATION DE L'AERONEF _____	
NUMBER / NOMBRE _____		FLIGHT RULES / REGLES DE VOL _____	
DEPARTURE AERODROME / AERODROME DE DEPART _____		WAKE TURBULENCE CAT AGE CAT DE TURBULENCE DE _____	
CRUISING SPEED / VITESSE CROISIERE _____		EQUIPMENT / EQUIPEMENT _____ / _____	
TIME / HEURE _____		ROUTE / ROUTE _____	
LEVEL / NIVEAU _____		_____	
TOTAL LEFT / DUREE TOTALE ESTIMEE HR. MIN. _____			
DESTINATION AERODROME / AERODROME DE DESTINATION _____		ALTITUDE AERODROME / ALTITUDE AERODROME DE DEPART _____	
OTHER INFORMATION / RENSEIGNEMENTS DIVERS _____			
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES) / RENSEIGNEMENTS COMPLEMENTAIRES (A NE PAS TRANSMETTRE DANS LES MESSAGES SE PLAN DE VOL DEPOS) EMERGENCY RADIO / RADIO DE SECOURS _____			
ENBURANCE / AUTONOMIE HR. MIN. _____		PERSONS ON BOARD / PERSONNES A BORD _____	
SURVIVAL EQUIPMENT / EQUIPEMENT DE SURVIVANCE POLE D'ESSENTIEL MARTIME _____		JACKETS / GILETS DE SAUVETAGE / GILETS DE SAUVETAGE COULEUR / COULEUR _____	
BUNGIES / CANOTS _____		_____	
CAPACITY / CAPACITE _____		_____	
AIRCRAFT COLOUR AND MARKINGS / COULEUR ET MARQUES DE L'AERONEF _____		_____	
REMARKS / REMARQUES _____		_____	
PILOT-IN-COMMAND / PILOTE COMMANDANT DE BORD _____		_____	
FILED BY / DEPOSE PAR _____		SPACE RESERVED FOR ADDITIONAL REQUIREMENTS / ESPACE RESERVE A DES FINS SUPPLEMENTAIRES _____	

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ICAO Flight Plan Form Completion – Items 7-19

Complete all ICAO flight plans prior to departure. Although the ICAO flight plan form is printed in numerous languages, the format is always the same.

Always enter cruising speed and cruising level as a group. In the body of the flight plan form, if one item changes, the other item must be re-entered to keep speed and level a matched pair.

Always enter latitude and longitude as 7 or 11 characters. If entering minutes of one, enter minutes of the other as well, even if zeros.

Significant points should not be more than one hour apart.

Consider entering overflight/landing permissions after RMK/ in Item 18.

Item 7: Aircraft Identification (7 characters maximum)

Insert (A) the aircraft registration marking or (B) aircraft operating agency ICAO designator, followed by the flight identification.

A. Insert only the aircraft registration marking (e.g., EIAKO, 4XBCD, N2567GA) if one of the following is true:

- the aircraft's radiotelephony call sign consists of the aircraft registration marking alone (e.g., OOTEK)
- the registration marking is preceded by the ICAO telephone designator for the aircraft operating agency (e.g., SABENA OOTEK)
- the aircraft is not equipped with radio.

- B. Insert the ICAO designator for the aircraft operating agency, followed by the flight identification (e.g., KL511, WT214, K7123, JH25) if the aircraft's radiotelephony call sign consists of the ICAO telephony designator for the operating agency, followed by the flight identification (e.g. KLM 511, NIGERIA 213, KILO UNIFORM 123, JULIETT HOTEL 25).

Item 8: Flight Rules and Type of Flight (1 or 2 characters)

Flight Rules: Insert one of the following letters to denote the intended flight rules category:

- I if IFR
- V if VFR
- Y if IFR first*
- Z if VFR first*

*Note: Specify in Item 15 (Route) the point(s) where a flight rules change is planned.

Type of Flight: Insert one of the following letters to denote the type of flight when so required by the appropriate ATS authority:

- S if scheduled air service
- N if non-scheduled air transport operation
- G if general aviation
- M if military
- X if other than the above

Item 9: Number (1 or 2 characters) and Type of Aircraft (2 to 4 characters) and Wake Turbulence Category (1 character)

Number of Aircraft: Insert number of aircraft if more than one.

Type of Aircraft: Insert the appropriate designator as specified in ICAO Doc 8643, Aircraft Type Designators. If no such designator has been assigned, or in case of formation flight comprising more than one aircraft type, insert ZZZZ, then specify in Item 18 the number(s) and type(s) of aircraft, preceded by TYP/.

Wake Turbulence Category: Insert / + H, M, or L:

- /H** Heavy – maximum certificated T/O mass of 136,000 kg (300,000 lb) or more
- /M** Medium – maximum certificated T/O mass of less than 136,000 kg but more than 7,000 kg (between 15,500 and 300,000 lb)
- /L** Light – maximum certificated T/O mass of 7,000 kg or less (15,500 lb)

Item 10: Equipment

Radio Communication, Navigation, and Approach Aid Equipment: Insert one of the following letters:

- N** if COMM/NAV/approach aid equipment is not carried or is inoperative.
- S** if standard COMM/NAV/approach aid equipment (VHF RTF, ADF, VOR, ILS, or equipment prescribed by ATS authority) is on board and operative;

and/or insert one of the following letters to indicate corresponding COMM/NAV/approach aid equipment is available and operative:

- | | |
|------------------------------|-------------------------------------|
| A not allocated | O VOR |
| B not allocated | P not allocated |
| C LORAN C | Q not allocated |
| D DME | R RNP type certification |
| E not allocated | |
| F ADF | T TACN |
| G (GNSS) | U UHF RTF |
| H HF RTF | V VHF RTF |
| I Inertial Navigation | W when prescribed by ATS |
| J (Data Link) | X when prescribed by ATS |
| K (MLS) | Y when prescribed by ATS |
| L ILS | Z Other (specify in Item 18) |
| M Omega | |

SSR Equipment: Insert one of the following letters to describe the operative SSR equipment on board:

- N** None
- A** Transponder Mode A (4 digits – 4096 codes)
- C** Transponder Mode A and Mode C
- X** Transponder Mode S without aircraft ID or pressure altitude transmission
- P** Transponder Mode S with pressure altitude transmission, but without aircraft ID transmission
- I** Transponder Mode S with aircraft ID transmission, but without pressure-altitude transmission
- S** Transponder Mode S with both pressure-altitude and aircraft ID transmission.

Item 13: Departure Aerodrome (4 characters) and Time (4 characters)

Departure Aerodrome: Insert one of the following:

- ICAO four-letter location indicator of the departure aerodrome.
- If no location indicator assigned, insert ZZZZ, then specify in Item 18 the name of the aerodrome, preceded by DEP/.
- If flight plan submitted while in-flight, insert AFIL, then specify in Item 18 the four-letter location indicator of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/.

Time: Insert one of the following:

- for a flight plan submitted before departure: the estimated off-block time
- for a flight plan submitted while in-flight: the actual or estimated time over the first point of the route to which the flight plan applies.

Item 15: Cruising Speed (5 characters), Cruising Level (5 characters), and Route

Cruising Speed: Insert the true air speed for the first or whole cruising portion of the flight in one of the following forms:

- Kilometers per hour: K + 4 figures (e.g., K0830)
- Knots: N + 4 figures (e.g., N0485)
- Mach number: M + 3 figures (e.g., M082) if prescribed by ATS.

Cruising Level: Insert the planned cruising level for the first or whole portion of the planned route using one of the following forms:

- Flight level: F + 3 figures (e.g., F085; F330)
- Standard metric level in tens of metres: S + 4 figures (e.g., S1130) if prescribed by ATS.
- Altitude in hundreds of feet: A + 3 figures (e.g., A045; A100)
- Altitude in tens of metres: M + 4 figures (e.g., M0840)
- For uncontrolled VFR flights: VFR.

Route: Include changes of speed, level, and/or flight rules.

For flights along designated ATS routes:

- If the departure aerodrome is on or connected to the ATS route, insert the designator of the first ATS route.
- If the departure aerodrome is not on or connected to the ATS route, insert the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.
- Insert each point at which a change of speed, change of level, change of ATS route, and/or a change of flight rules is planned. For a transition between lower and upper ATS routes oriented in the same direction, do not insert the point of transition.
- In each case, follow with the designator of the next ATS route segment even if it is the same as the previous one (or with DCT if the flight to the next point is outside a designated route), unless both points are defined by geographical coordinates.

Flights outside designated ATS routes:

- Insert points not normally more than 30 minutes flying time or 200 nautical miles apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.
- When required by ATS, define the track of flights operating predominantly in an east-west direction between 70 degrees North and 70 degrees South by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude.
- For flights operating in areas outside those latitudes, define the tracks by significant points formed by the intersection of parallels of latitude with meridians normally spaced not to exceed one hour's flight time. Establish additional significant points as deemed necessary.

For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude that are spaced at 5 degrees.

- Insert DCT between successive points, unless both points are defined by geographical coordinates or bearing and distance.

Examples of Route Sub-entries

Enter a space between each sub-entry.

1. ATS route (2 to 7 characters): BCN1, B1, R14, KODAP2A
2. Significant point (2 to 11 characters): LN, MAY, HADDY
 - degrees only (7 characters – insert zeros, if necessary): 46N078W
 - degrees and minutes (11 characters – insert zeros if necessary): 4620N07805W

- bearing and distance from navigation aid (NAV aid ID [2 to 3 characters] + bearing and distance from the NAV aid [6 characters – insert zeros if necessary]): a point 180 magnetic at a distance of 40 nautical miles from VOR “DUB” = DUB180040
3. Change of speed or level (max 21 characters):
insert point of change/cruising speed and level – LN/
N0284A045, MAY/N0305F180, HADDY/N0420F330,
DUB180040/M084F350
 4. Change of flight rules (max 3 characters):
Insert point of change (space) change to IFR or VFR – LN
VFR, LN/N0284A050 IFR
 5. Cruise climb (max 28 characters)
insert C/point to start climb/climb speed/levels –
C/48N050W / M082F290F350
C/48N050W / M082F290PLUS
C/52N050W / M220F580F620

**Item 16: Destination Aerodrome (4 characters),
Total Estimated Elapsed Time (EET, 4 characters),
Alternate Aerodrome(s) (4 characters)**

Destination aerodrome: insert ICAO four-letter location indicator. If no indicator assigned, insert ZZZZ.

Total EET: insert accumulated estimated elapsed time. If no location indicator assigned, specify in Item 18 the name of the aerodrome, preceded by DEST/.

Alternate aerodrome(s): insert ICAO four-letter location indicator. If no indicator assigned to alternate, insert ZZZZ and specify in Item 18 the name of the alternate aerodrome, preceded by ALTN/.

Item 18: Other Information

This section may be used to record specific information as required by appropriate ATS authority or per regional air navigation agreements. Insert the appropriate indicator followed by an oblique stroke (/) and the necessary information. See examples below.

- Estimated elapsed time/significant points or FIR boundary designators: EET/CAP0745, XYZ0830.
- Revised destination aerodrome route details/ICAO aerodrome location indicator: RIF/DTA HEC KLAX. (Revised route subject to re-clearance in flight.)
- Aircraft registration markings, if different from aircraft I.D. in Item 7: REG/N1234.
- SELCAL code: SEL/_____.
- Operator's name, if not obvious from the aircraft I.D. in Item 7: OPR/_____.
- Reason for special handling by ATS (e.g., hospital aircraft, one-engine inoperative): STS/HOSP, STS/ONE ENG INOP.
- As explained in Item 9: TYP/_____.
- Aircraft performance data: PER/_____.
- Communication equipment significant data: COM/UHF Only.
- Navigation equipment significant data: NAV/INS.
- As explained in Item 13: DEP/_____.
- As explained in Item 16: DEST/_____, or ALTN/_____.
- Other remarks as required by ATS or deemed necessary: RMK/_____.

Item 19: Supplementary Information

Endurance: insert fuel endurance in hours and minutes.

Persons on Board: insert total persons on board, including passengers and crew. If unknown at time of filing, insert TBN (to be notified).

Emergency Radio, Survival Equipment, Jackets, Dinghies: cross out letter indicators of all items not available; complete blanks as required for items available. (Jackets: L = life jackets with lights, J = life jackets with fluorescein).

ICAO Position Reporting Format

Outside the US, position reports are required unless specifically waived by the controlling agency.

Initial Contact (Frequency Change)

1. Call sign.
2. Flight level (if not level, report climbing to or descending to cleared altitude).
3. Estimating (next position) at (time) GMT.

Position Report

1. Call sign.
2. Position (if position in doubt, use phonetic identifier. For oceanic reports, first report the latitude, then the longitude (e.g., 50N 60W).
3. Time (GMT) or (UST).
4. Altitude or flight level (if not level, report climbing to or descending to altitude).
5. Next position.
6. Estimated elapsed time (EET).

FAA Flight Plan Form

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION FLIGHT PLAN		(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR <input type="checkbox"/> STOPOVER		TIME STARTED	SPECIALIST INITIALS
2. AIRCRAFT IDENTIFICATION TYPE: <input type="checkbox"/> VFR <input type="checkbox"/> IFR <input type="checkbox"/> DVFR		3. AIRCRAFT TYPE/SPECIAL EQUIPMENT		4. TRUE AIRSPEED	
5. DEPARTURE POINT		6. DEPARTURE TIME PROPOSED (Z) ACTUAL (Z)		7. CRUISING ALTITUDE	
8. ROUTE OF FLIGHT					
9. DESTINATION (Name of airport and city)		10. EST TIME ENROUTE HOURS MINUTES		11. REMARKS	
12. FUEL ON BOARD HOURS MINUTES		13. ALTERNATE AIRPORT(S)		14. PILOTS NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE	
15. NUMBER ABOARD					
16. DESTINATION CONTACT / TELEPHONE (OPTIONAL)					
18. COLOR OF AIRCRAFT		CIVIL AIRCRAFT PILOTS: FAR Part 91 requires you to file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file a flight plan carries a civil penalty of up to \$1,000 for each aircraft (Statute 90.1 of the Federal Aviation Act of 1956 as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.			
FAA Form 7233-1 (8-82)		CLOSE VFR FLIGHT PLAN WITH _____		FSS ON ARRIVAL _____	

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FAA Flight Plan Form Completion Instructions

- Block 1** Check the type of flight plan. Check both the VFR and IFR blocks if composite VFR/IFR.
- Block 2** Enter your complete aircraft identification, including the prefix “N”, if applicable.
- Block 3** Enter the designator for the aircraft, or if unknown, the aircraft manufacturer's name.

When filing an IFR flight plan for a TCAS equipped aircraft, add the prefix T for TCAS.

Example: T/G4/R.

When filing an IFR flight plan for flight in an aircraft equipped with a radar beacon transponder, DME equipment, TACAN-only equipment or a combination of both, identify equipment capability by adding a suffix to the AIRCRAFT TYPE, preceded by a slant (/) as follows:

/X no transponder

/T transponder with no altitude encoding capability

/U transponder with altitude encoding capability

/D DME, but no transponder

/B DME and transponder, but no altitude encoding capability

/A DME and transponder with altitude encoding capability

/M TACAN only, but no transponder

/N TACAN only and transponder, but with no altitude encoding capability

/P TACAN only and transponder with altitude encoding capability

/C RNAV and transponder, but with no altitude encoding

- /R** RNAV and transponder with altitude encoding capability
- /W** RNAV but no transponder
- /G** Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) equipped aircraft with oceanic, en route, terminal, and GPS approach capability.
- /E** Flight Management System (FMS) with barometric vertical navigation (VNAV), oceanic, en route, terminal, and approach capability. Equipment requirements are:
 - (a) Dual FMS which meets the specifications of AC25-15, Approval of Flight Management Systems in Transport Category Airplanes; AC20-129, Airworthiness Approval of Vertical Navigation (VNAV) Systems for use in the US National Airspace System (NAS) and Alaska; AC20-130, Airworthiness Approval of Multi-Sensor Navigation Systems for use in the US National Airspace System (NAS) and Alaska; or equivalent criteria as approved by Flight Standards.
 - (b) A flight director and autopilot control system capable of following the lateral and vertical FMS flight path.
 - (c) At least dual inertial reference units (IRUs).
 - (d) A database containing the waypoints and speed/altitude constraints for the route and/or procedure to be flown that is automatically loaded into the FMS flight plan.
 - (e) An electronic map.
- /F** A single FMS with barometric VNAV, en route, terminal, and approach capability that meets the equipment requirements of /E (a) above.

- Block 4** Enter your true airspeed (TAS).
- Block 5** Enter the departure airport identifier code, or if code is unknown, the name of the airport.
- Block 6** Enter the proposed departure time in coordinated universal time (UTC). If airborne, specify the actual or proposed departure time as appropriate.
- Block 7** Enter the appropriate IFR altitude (to assist the briefer in providing weather and wind information).
- Block 8** Define the route of flight by using NAVAID identifier codes, airways, jet routes, and waypoints.
- Block 9** Enter the destination airport identifier code, or if unknown, the airport name. Include the city name (or even the state name) if needed for clarity.
- Block 10** Enter estimated time en route in hours and minutes.
- Block 11** Enter only those remarks pertinent to ATC or to the clarification of other flight plan information, such as the appropriate call sign associated with the designator filed in Block 2 or ADCUS.
- Block 12** Specify the fuel on board in hours and minutes.
- Block 13** Specify an alternate airport, if desired or required.
- Block 14** Enter the complete name, address, and telephone number of the pilot in command. Enter sufficient information to identify home base, airport, or operator. This information is essential for search and rescue operations.
- Block 15** Enter total number of persons on board (POB), including crew.
- Block 16** Enter the aircraft's predominant colors.

Block 17 Record the FSS name for closing the flight plan. If the flight plan is closed with a different FSS or facility, state the recorded FSS name that would normally have closed your flight plan. Information transmitted to the destination FSS consists only of that in Blocks 3, 9, and 10. Estimated time en route (ETE) will be converted to the correct estimated time of arrival (ETA).

Optional Record a destination telephone number to assist search and rescue contact should you fail to report or cancel your flight plan within ½ hour after your estimated time of arrival (ETA).

ICAO Weather Format

(Sample METAR)

A routine aviation weather report on observed weather, or METAR, is issued at hourly or half-hourly intervals. A special weather report on observed weather, or SPECI, is issued when certain criteria are met. Both METAR and SPECI use the same codes.

A forecast highly likely to occur, or TREND, covers a period of two hours from the time of the observation. A TREND forecast indicates significant changes in respect to one or more of the following elements: surface wind, visibility, weather, or clouds. TREND forecasts use many of the same codes as TAFs.

Most foreign countries may append a TREND to a METAR or SPECI. In the US, however, a TREND is not included in a METAR or SPECI.

The following example indicates how to read a METAR.

**KHPN 201955Z 22015G25KT 2SM
R22L/1000FT TSRA OVC010CB 18/16 A2990
RERAB25 BECMG 2200 24035G55**

KHPN. ICAO location indicator.

201955Z. Date and time of issuance. METARs are issued hourly.

22015G25KT. Surface wind (same as TAF). If the first three digits are VAR, the wind is variable with wind speed following. If direction varies 60 degrees or more during the 10 minutes immediately preceding the observation, the two extreme directions are indicated with the letter V inserted between them (e.g., **280V350**).

NOTE: G must vary 10 kt or greater to report gust.

2SM. Prevailing horizontal visibility in statute miles. In the US, issued in statute miles with the appropriate suffix (**SM**) appended. When a marked directional variation exists, the reported minimum visibility is followed by one of the eight compass points to indicate the direction (e.g., **2SMNE**).

R22L/1000FT. The runway visual range group. The letter **R** begins the group and is followed by the runway description (**22L**). The range in feet follows the slant bar (**1000FT**). In other countries range is in meters and no suffix is used.

TSRA OVC010CB. Thunderstorms (**TS**) and rain (**RA**) with an overcast layer at 1,000 ft and cumulonimbus clouds.

NOTE: More than one cloud layer may be reported.

18/16. Temperatures in degrees Celsius. The first two digits (**18**) are observed air temperature; the last two digits (**16**) are dew point temperature. A temperature below zero is reported with a minus (**M**) prefix code (e.g., **M06**).

A2990. Altimeter setting. In the US, **A** is followed by inches and hundredths; in most other countries, **Q** is followed by hectopascals (i.e., millibars).

RERAB25. Recent operationally significant condition. A two letter code for recent (**RE**) is followed by a two letter code for the condition (e.g., **RA** for rain). A code for beginning or ending (**B** or **E**) and a two-digit time in minutes during the previous hour. When local circumstances also warrant, wind shear may also be indicated (e.g., **WS LDG RWY 22**).

NOTE: A remark (RMK) code is used in the US to precede supplementary data of recent operationally significant weather.

NOTE: RMK [SLP 013] breaks down SEA LVL press to nearest tenth (e.g., 1001.3 reported as SLP 013).

BECMG AT 2200 24035G55. A TREND forecast. The becoming code (**BECMG**) is followed by a when sequence (**AT 2200**) and the expected change (e.g., surface winds at 240 degrees true at 35 kt with gusts up to 55 kt).

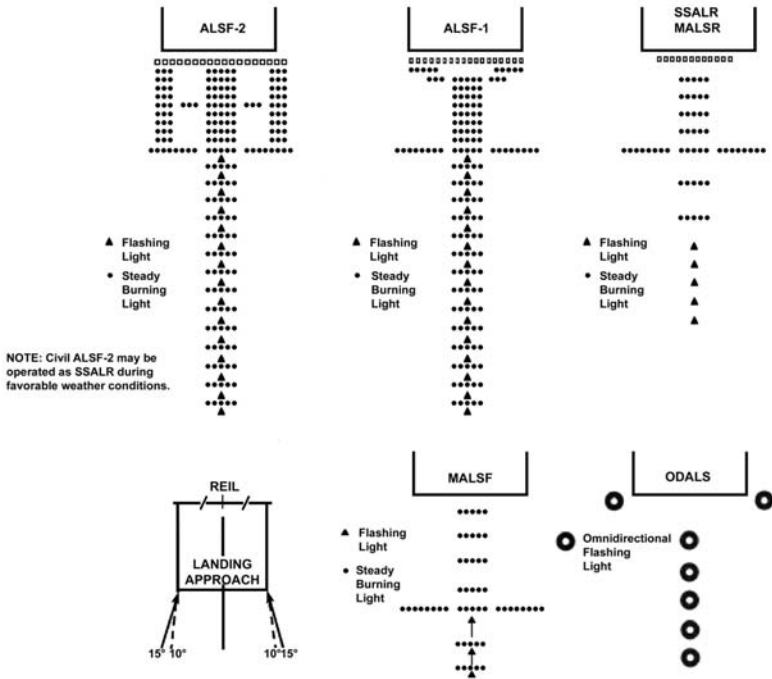
NOTE: For more information on METAR/TAF, consult the FAA brochure "New Aviation Weather Format METAR/TAF". Copies may be obtained by writing to: FAA/ASY-20, 400 7th Street, S.W. Washington, DC 20590.

Aeronautical Lighting and Visual Aids

Approach Light Systems (ALS)

ALS provide the basic means to transition from instrument flight to visual flight for landing. Operational requirements dictate the sophistication and configuration of the approach light system for a particular runway.

ALS are a configuration of signal lights starting at the landing threshold and extending into the approach area to a distance of 2400-3000 feet for precision instrument runways and 1400-1500 feet for nonprecision instrument runways. Some systems include sequenced flashing lights which appear to the pilot as a ball of light traveling towards the runway at high speed (twice a second).



In-runway Lighting

Runway Centerline Lighting System (RCLS). Runway centerline lights are installed on some precision approach runways to facilitate landing under adverse visibility conditions. They are located along the runway centerline and are spaced at 50-foot intervals. When viewed from the landing threshold, the runway centerline lights are white until the last 3,000 feet of the runway. The white lights begin to alternate with red for the next 2,000 feet, and for the last 1,000 feet of the runway, all centerline lights are red.

Touchdown Zone Lights (TDZL). Touchdown zone lights are installed on some precision approach runways to indicate the touchdown zone when landing under adverse visibility conditions. They consist of two rows of transverse light bars disposed symmetrically about the runway centerline. The system consists of steady-burning white lights which start 100 feet beyond the landing threshold and extend to 3,000 feet beyond the landing threshold or to the midpoint of the runway, whichever is less.

Taxiway Lead-Off Lights. Taxiway lead-off lights extend from the runway centerline to a point on an exit taxiway to expedite movement of aircraft from the runway. These lights alternate green and yellow from the runway centerline to the runway holding position or the ILS/MLS critical area, as appropriate.

Land and Hold Short Lights. Land and hold short lights are used to indicate the hold short point on certain runways which are approved for Land and Hold Short Operations (LAHSO). Land and hold short lights consist of a row of pulsing white lights installed across the runway at the hold short point. Where installed, the lights will be on anytime that LAHSO is in effect. These lights will be off when LAHSO is not in effect.

Taxiway Lights

Taxiway Edge Lights. Taxiway edge lights are used to outline the edges of taxiways during periods of darkness or restricted visibility conditions. These fixtures emit blue light.

NOTE: At most major airports these lights have variable intensity settings and may be adjusted at pilot request or when deemed necessary by the controller.

Taxiway Centerline Lights. Taxiway centerline lights are used to facilitate ground traffic under low visibility conditions. They are located along the taxiway centerline in a straight line on straight portions, on the centerline of curved portions, and along designated taxiing paths in portions of runways, ramp, and apron areas. Taxiway centerline lights are steady burning and emit green light.

Clearance Bar Lights. Clearance bar lights are installed at holding positions on taxiways in order to increase the conspicuity of the holding position in low visibility conditions. They may also be installed to indicate the location of an intersecting taxiway during periods of darkness. Clearance bars consist of three in-pavement steady-burning yellow lights.

Runway Guard Lights. Runway guard lights are installed at taxiway/runway intersections. They are primarily used to enhance the conspicuity of taxiway/runway intersections during low visibility conditions, but may be used in all weather conditions. Runway guard lights consist of either a pair of elevated flashing yellow lights installed on either side of the taxiway or a row of in-pavement yellow lights installed across the entire taxiway, at the runway holding position marking;

