

FLIGHT PLANNING

TABLE OF CONTENTS

Paragraph	Page
Flight Level Orientation Scheme	4-1
Flight Planning and Operational Issues	4-1
Flight Planning	4-2
Maps and Charts.....	4-2
Contract Flight Planning Services	4-2
Supplemental Oxygen Considerations	4-3
Areas of Magnetic Unreliability.....	4-3
Oceanic Procedures.....	4-3
Depressurization.....	4-4
Oceanic ATS Flight Plans.....	4-4
Oceanic Clearance	4-5
Position Reports	4-5
Speed	4-6
World Map of Time Zones.....	4-6
FAA Flight Plan Aircraft Equipment Suffixes.....	4-7
Flights in USA Airspace	4-8
General Policies for FAA Flight Plan Equipment Suffix.....	4-8
FAA Flight Plan Equipment Suffix Revision.....	4-8
International Flight Plans.....	4-9
Differences.....	4-9
Oceanic Position Reporting	4-9
International Flight Plans.....	4-10
International Flight Plan (Front View)	4-12

INTERNATIONAL OPS

ALPHA FLYING SERVICE, LLC.

International Flight Plan (Back View)4-13

Sample ICAO Flight Plan4-14

International Flight Plan4-14

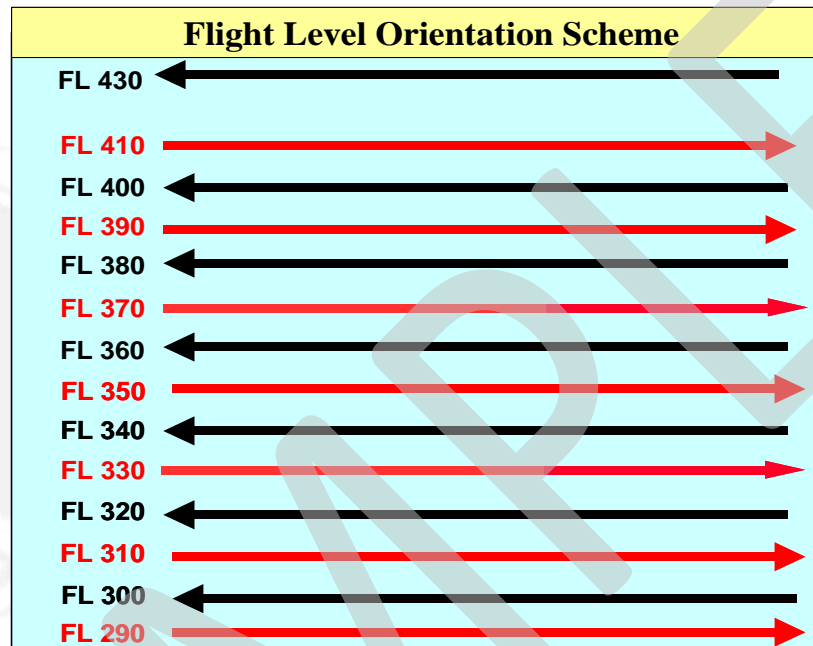
General Instructions4-14

FLIGHT PLANNING



FLIGHT PLANNING

FLIGHT LEVEL ORIENTATION SCHEME



Altitude assignments for direction of flight follow a scheme of odd altitude assignment for magnetic courses 000-179 degrees and even altitudes for magnetic courses 180-359 degrees for flights up to and including FL410, as indicated in the following chart.

RVSM Note:

*Odd Flight Levels:
Magnetic Course 000-179 Degrees*

*Even Flight Levels:
Magnetic Course 180-359 Degrees*

FLIGHT PLANNING AND OPERATIONAL ISSUES

Flight planning may be conducted by the crewmembers or by contract with one of several support providers.

For flights operating on international flight plans, annotate the flight plan with the air traffic service provider to show that the aircraft and operator are

approved for RVSM operations. See the table for flight plan codes later in this chapter.

FLIGHT PLANNING

During flight planning pay particular attention to conditions that may affect operation in RVSM airspace. These include but may not be limited to:

1. Verification that the aircraft is approved for RVSM operations.
2. Verification of the aircraft compliance status for RVSM operations by reviewing maintenance logs and forms to determine the condition of equipment required for flight in the RVSM airspace. Ensure that maintenance action has been taken to correct defects to required equipment.
3. Reported and forecast weather conditions on the route of flight.
4. Minimum equipment list (MEL) requirements pertaining to height-keeping systems.

MAPS AND CHARTS

The best source for maps and charts remains Jeppesen at www.jeppesen.com.

While most one-time or occasional international flights are conducted using a contract service provider for flight planning, it is helpful if you have a general idea of the route and ground or land mass issues.

CONTRACT FLIGHT PLANNING SERVICES

The use of contract flight planning services is the most common resource for occasional international flights. The providers, and there are many that may be used, will require detailed aircraft information, such as fuel capacities, engine modifications, other flight modifications that may affect flight planning, crew details, weights, citizenship of the crew and passengers, etc.

Generally, you will have the aircraft and operator data already with the service provider.

FLIGHT PLAN OPTIONS

The flight planning software, whether you do this or have it contracted for, will provide options for least time, least fuel, or other options.

SUPPLEMENTAL OXYGEN CONSIDERATIONS

While all aircraft have supplemental oxygen, if you are flight planning for extended overwater operations with an extensive wet foot print and no close airports, you need to consider what may happen with a loss of pressurization and how long you can remain at a higher altitude.

An unscheduled descent to provide supplemental oxygen for crew and passengers could put the aircraft at risk of such a high fuel burn that on very long legs, such as might be in RNP-10 Pacific airspace, in danger of not being about to make it to an airport.

AREAS OF MAGNETIC UNRELIABILITY

We do not operate in the areas of magnetic unreliability and will not flight plan into those regions, which are in northern Canadian airspace. Our contract flight planners need to know this information.

OCEANIC PROCEDURES

Oceanic procedures apply to WATRS, and the Gulf of Mexico in Addition to Other Open Ocean Areas

At the planning stage sufficient fuel must be carried to permit, in the event of loss of pressurization or the failure of one power unit at any point on the planned route:

1. The flight to be continued to a suitable airdrome for landing, and
2. To carry out an approach and landing.
3. At the pre-flight planning stage, ERA(s) (en route airports) are selected to meet this requirement. The selected ERA must be adequate, with a surface wind forecast within the crosswind capability of the aircraft and weather forecast to remain above landing minima for the period of anticipated use.
4. NOTAM information will be checked to ensure continued suitability of the ERA. Airfields may be used outside of normal operating hours if it is known they can be activated on an emergency basis.
5. It is Alpha Flying Service policy at the preflight planning stage to provide a contingency allowance in the fuel calculation that shall never be less than 10%. En route calculation regarding minimum fuel requirement shall not include this extra allowance.

DEPRESSURIZATION

In the event of a depressurization which requires descent from planned cruise altitude the calculated fuel requirement from equal time point to ERA is compared with the flight plan fuel expected to remain on board at this point, as derived from the All Engines plan to destination – the sum of the fuel required (FR) plus the planned contingency. If insufficient fuel is on board, a sum of fuel is added to the All Engines plan as Mandatory Fuel.

ENGINE INOPERATIVE FLY ON

To support decision making for one engine inoperative case, flight beyond the nearest suitable ERA to a more suitable ERA (ideally the scheduled destination), the aircraft must then have sufficient fuel on board to absorb a subsequent failure.

ENGINE INOPERATIVE PNR (POINT OF NO RETURN)

A margin of 15-minutes fuel at cruise consumption is used in the comparison between onward and return plans to provide the time to identify the failure and turn onto the required track to the PNR ERA.

The comparison is made using the fuel required column of the All Engines plan, thus contingency, mandatory and recommended extra are additional fuel margins.

OCEANIC ATS FLIGHT PLANS

Flight plans for flights entering the NAT Region shall be filed as early as possible.

Flights operating in a generally Eastbound or Westbound direction will normally flight plan so that specified ten degrees of longitude (10W, 20W, 30W etc.) are crossed at whole degrees of latitude, and those in a general Northbound or Southbound direction so that specified latitudes at 5 degree intervals (65N, 60N, 55N etc.) are crossed at whole degrees of longitude.

Estimated times for crossing the significant points shall be specified in Item 18 of the flight plan, e.g. EST/50W/1025 60W/1120.

The true Mach No. planned for each portion of the flight in the NAT region shall be specified in Item 15 of the flight plan. If SELCAL is to be used, the assigned code must be entered in Item 18 as Sel Code is assigned.

OCEANIC CLEARANCE

If Controller Pilot Data Link Communication (CPDLC) is not being used, pilots shall request oceanic clearances from the ATS unit responsible for the first oceanic area within which they wish to operate as soon as possible, preferably at least 30 minutes before entry. Clearances may be obtained using VHF Clearance Delivery frequencies, HF to the OAC or via domestic or other ATC agencies.

Clearances are intended to provide safe separation and if a clearance differs from that originally planned, special caution shall be exercised to ensure that the coordinates of the assigned track and associated domestic routings are fully understood and correctly inserted in the navigation system.

It is imperative that pilots double check each element of the Oceanic clearance on receipt and at each waypoint, since failure to do so may result in inadvertent deviation from assigned track with the resultant possible collision hazard.

COMMUNICATIONS

Normally communication with OAC(s) is conducted through either CPDLC or HF frequencies, but there are some VHF stations in Iceland and Greenland.

A listening watch shall be maintained on the assigned frequency, but it is not necessary if SELCAL is used. A functional check must be made before commencing SELCAL watch and the SELCAL code must be entered on the ATS flight plan.

Maintain a listening watch on 121.5.

POSITION REPORTS

1. If CPDLC is not being used, unless otherwise required by air traffic services, position reports from flights not defined by designated reporting points shall be made at the significant points listed in the flight plan.
2. The prefix 'POSITION' shall be used when passing NAT position reports. Position shall be reported in Latitude and Longitude except when over a named reporting point.
3. Position reports shall include an estimate for the next reporting point and the designator for the next point after that.

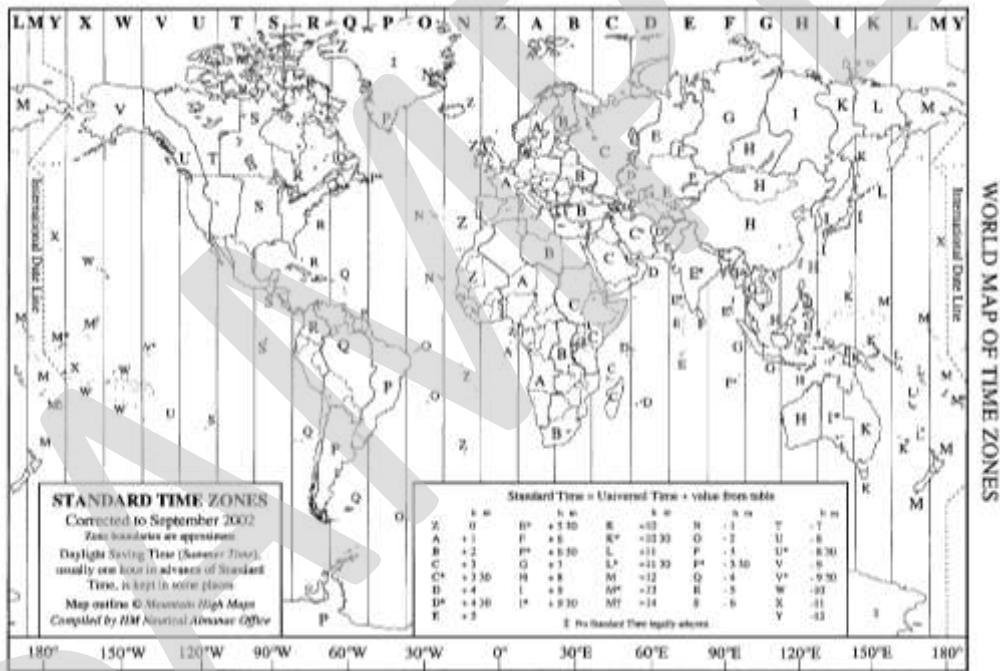
- Reporting procedures are listed in the GEN Section of the Aerad Western Hemisphere Supplement or the Jeppesen Atlantic Orientation Chart

SPEED

A Mach number technique is used to maintain aircraft separation, achieved by using 'selected' speed. It is important to maintain the true Mach number as assigned in the clearance message.

Changes of Mach No. can be requested and will be given subject to traffic conditions. Change of speed must be notified to ATC as soon as possible.

WORLD MAP OF TIME ZONES



FAA FLIGHT PLAN AIRCRAFT EQUIPMENT SUFFIXES

SUFFIX	EQUIPMENT CAPABILITY
	NO DME
/X	No transponder
/T	Transponder with no Mode C
/U	Transponder with Mode C
	DME
/D	No transponder
/B	Transponder with no Mode C
/A	Transponder with Mode C
	TACAN ONLY
/M	No transponder
/N	Transponder with no Mode C
/P	Transponder with Mode C
	AREA NAVIGATION (RNAV)
/Y	LORAN, VOR/DME, or INS with no transponder
/C	LORAN, VOR/DME, or INS, transponder with no Mode C
/I	LORAN, VOR/DME, or INS, transponder with Mode C
	ADVANCED RNAV WITH TRANSPONDER AND MODE C (If an aircraft is unable to operate with a transponder and/or Mode C, it will revert to the appropriate code listed above under Area Navigation.)
/E	Flight Management System (FMS) with DME/DME and IRU position updating
/F	Flight Management System (FMS) with DME/DME position updating
/G	Global Navigation Satellite System (GNSS), including GPS or WAAS, with en-route and terminal capability.
/R	Required Navigational Performance The aircraft meets the RNP type prescribed for the route segment(s),

SUFFIX	EQUIPMENT CAPABILITY
	route(s) and/or area concerned.
	<p>Reduced Vertical Separation Minimum (RVSM)</p> <p>Prior to conducting RVSM operations within the U.S., the operator must obtain authorization from the FAA or from the responsible authority, as appropriate.</p>
/J	/E with RVSM
/K	/F with RVSM
/L	/G with RVSM
/Q	/R with RVSM
/W	RVSM

FLIGHTS IN USA AIRSPACE

GENERAL POLICIES FOR FAA FLIGHT PLAN EQUIPMENT SUFFIX

Operators can only file one equipment suffix in block 3 of the FAA Flight Plan. Only this equipment suffix is displayed directly to the controller.

If the operator or aircraft has not been authorized to conduct RVSM operations, “/J, /K, /L, /Q or /W” will not be filed. This is in accordance with 14 CFR Part 91 Appendix G, Section 4. The appropriate equipment suffix from the *Aircraft Equipment Suffix Table* will be filed instead.

AIRCRAFT WITH RNAV CAPABILITY

For flight in RVSM airspace, aircraft with RNAV capability, but not Advanced RNAV capability, will file “/W”. Filing “/W” will not preclude such aircraft from filing direct routes or RNAV routes in enroute airspace.

FAA FLIGHT PLAN EQUIPMENT SUFFIX REVISION

All operators/aircraft that are RVSM-compliant are required to file “/J, /K, /L, /Q or “/W”, as appropriate, in the FAA Flight Plan for flights between flight level (FL) 290-410, inclusive. This includes operators filing through DUATS and Flight Service Stations.

OAKLAND/ANCHORAGE OCEANIC CTA/FIR

As shown in the Aircraft Equipment Suffix Table aircraft filing "/Q" to operate in Oakland and/or Anchorage Oceanic CTA/FIR's must be authorized for RVSM and Required Navigation Performance 10 (RNP-10) or better (e.g., RNP-4).

ADDITIONAL FAA PLANS

The FAA plans to implement additional aircraft equipment suffixes. The additional suffixes will enable the operator to identify more specific Advanced RNAV capabilities. The FAA will publish information on this revision in a separate notice.

INTERNATIONAL FLIGHT PLANS

DIFFERENCES

Foreign and ICAO procedures for VFR and IFR flight are at variance with domestic U.S. flight procedures. Many of these differences are given in DOD chart supplements, charts and ICAO publications (see Charts and Publications entry). The U.S. AIP contains "U.S. Differences from ICAO Standards, Recommended Practices and Procedures." Additionally, many areas require two-way HF (high frequency) communications. Pilots must insure that they can meet the requirements of each ATC region that they will be entering.

OCEANIC POSITION REPORTING

- a. Oceanic position reporting procedures call for aircraft reporting of all designated reporting points when following a designated oceanic route. Otherwise, positions shall be reported at designated lines of latitude and longitude. Flights whose tracks are predominantly east and west shall report over each 5 or 10 degrees meridian of longitude. Flights whose tracks are predominantly north and south shall report over each 5 or 10 degrees parallel of latitude. Reports over each 10 degrees parallel/meridian are to be made if the speed of the aircraft is such that 10 degrees will be traversed within 1 hour +20 minutes or less.
- b. Position reports should be transmitted at the time of crossing the designated reporting point or designated reporting line, or as soon thereafter as possible. Flights operating within international airspace

should make position reports, either direct, or for relay, in the following format:

- a. Aircraft position¹
- b. Time over position in four digits
- c. Flight level²
- d. Next fix and estimate over next fix in four digits
- e. Name of subsequent fix

NOTES-

¹For flights reporting coordinates rather than specified named reporting points, East-West oriented flights report latitude in degrees and minutes, longitude in degrees only. North-South oriented flights should report latitude in degrees only and longitude in degrees and minutes.

²Pilots should note that a flight level request on a filed plan does not constitute authority to change flight level en route without a specific clearance, even though the ATC clearance originally issued may specify "Cleared as filed" or "Cleared via flight-planned route." These terms refer to the routing requested, and not to altitude requests contained in the flight plan.

INTERNATIONAL FLIGHT PLANS

- a. Flight plans are required for all flights into international and foreign airspace. The standard flight plan form is the FAA Form 7233-4, available at most U.S. FSSs. Flight plans must be transmitted to and should be received by ATC authorities in each ATC Region to be entered at least 2 hours prior to entry, unless otherwise stated in the various country requirements. It is extremely important that, when filing flight plans in countries outside the U.S., inquiry be made by the pilot as to the method used for subsequent transmission of flight plan information to pertinent en route and destination points and of the approximate total elapsed time applicable to such transmissions.
- b. The flight plan serves both the purpose of providing advance notice of foreign airspace penetration and the purpose of providing effective ATC procedures. For some foreign states, the flight plan is the only advance notice required; for others, it serves as a check against previously

granted permission to enter national airspace (see aircraft entry requirements for the individual countries and time limitations for advance flight plan filing). Acceptance of a flight plan and the issuance of a flight clearance by a foreign ATC unit does not constitute official approval for airspace penetration if prior permission for airspace penetration is required from civil aviation authorities and such permission has not been previously secured. Airspace violations arising in these instances are pursued, and in-flight interception may result.

- c. It is particularly important in the case of flights outside of U.S. airspace that pilots leave a complete itinerary and time schedule of the flight with someone directly concerned, and to keep that person advised of the flight's progress and inform him, prior to departing, that if serious doubt arises as to the safety of the flight, he should first contact an FAA FSS or the nearest U.S. Foreign Service Post (Embassy and Consular Office), as appropriate. Upon receipt of information from any source that an aircraft of U.S. Registry or an aircraft with U.S. citizens aboard is in distress or missing while on a journey in or over foreign territory or foreign territorial waters, all available information should be passed to the nearest U.S. Foreign Service Post (Embassy and Consular Offices) as well as the search and rescue facilities and services in the particular area of interest.
- d. The pages following contain instructions and examples for completing the flight plan form. The FAA complies with ICAO format, except that it does not accept cruising speed/level in metric terms.

INTERNATIONAL FLIGHT PLAN (FRONT VIEW)

Form Approved: OMB NO. 2120-0028

International Flight Plan	
PRIORITY <= FF =>	ADDRESSEE(S) _____ _____
FILING TIME _____	ORIGINATOR _____
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR _____ _____	
3 MESSAGE <= (FPL) _____	7 AIRCRAFT IDENTIFICATION _____
9 NUMBER _____	TYPE OF _____
13 DEPARTURE AERODROME _____	TIME _____
15 CRUISING SPEED _____	LEVEL _____
ROUTE _____	
16 DESTINATION _____	
TOTAL EET HR MIN _____	
18 OTHER INFORMATION _____	
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)	
19 - E / _____	PERSONS ON BOARD → P / _____
SURVIVAL EQUIPMENT → S [] [] [] [] []	JACKETS → J [] [] [] [] []
DINGHIES → D / [] [] [] [] []	EMERGENCY → R / UHF [] VHF [] ELBA []
AIRCRAFT COLOR AND MARKINGS A / _____	REMARKS → N / _____
PILOT-IN-COMMAND C / _____	FILED BY _____
ACCEPTED BY _____	ADDITIONAL INFORMATION _____

FAA Form 7233-4 (7-93)

INTERNATIONAL FLIGHT PLAN (BACK VIEW)

Pre-Flight Pilot Checklist					
Aircraft Identification			Time of Briefing		
WEATHER (Alternate)	<input type="checkbox"/> Present	Remarks	Report Weather Conditions Aloft <i>Report immediately weather conditions encountered, particularly about tops, upper cloud layers, turbulence, etc. turbulence, wind and temperature.</i>		
	<input type="checkbox"/> Forecast				
WEATHER (En Route)	<input type="checkbox"/> Present		Position	Altitude	Time
	<input type="checkbox"/> Forecast				
	<input type="checkbox"/> Pireps				
WINDS ALOFT	Best Crzg. Alt.				
NAV AID & COMM. STATUS	<input type="checkbox"/> Destination				
	<input type="checkbox"/> En Route				
AIRPORT CONDITIONS	<input type="checkbox"/> Destination				
	<input type="checkbox"/> Alternate				
AORZ	<input type="checkbox"/> Airspace Restrictions				
<p>Civil Aircraft Pilots</p> <p>FAR Part 91 states that each person operating a civil aircraft of U.S. registry over the high seas shall comply with Annex 2 to the <u>Convention of International Civil Aviation, International Standards — Rules of the Air</u>. Annex 2 requires the submission of a flight plan containing items 1-19 prior to operating any flight across international waters. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended).</p> <p><i>International briefing information may not be current or complete. Data should be secured, at the first opportunity, from the country in whose airspace the flight will be conducted.</i></p> <p>Agency Display Of Estimated Burden For International Flight Plan</p> <p>The public report burden for this collection of information is estimated to average <u>2.5</u> minutes per response.</p> <p>If you wish to comment on the accuracy of the estimate or make suggestions for reducing this burden, please direct your comments to OMB and the FAA at the following</p> <p>Office of Management and Budget — and — U.S. Department of Transportation Paperwork Reduction Project 2120-0026 Federal Aviation Administration Washington, D.C. 20503 FSS Procedures Branch, ATP-110 800 Independence Avenue, SW Washington, D.C. 20591</p> <p>Please DO NOT RETURN your form to either of these</p>					

FAA Form 7233-4 (7-93)

FLIGHT PLANNING

SAMPLE ICAO FLIGHT PLAN

International Flight Plan			
PRIORITY FF		ADDRESSES(S) MMIDZRZX MHTGZRZX MKJKZRZX MUEHZRZX KDEAYFYX MWCRYFYX MKJPFYFX ZCH	
PLN TIME 181230		ORIGINATOR KDRIY.FYX	
SPECIFIC IDENTIFICATION OF ADDRESSES AND/OR ORIGINATOR			
1 MESSAGE FPL	2 AIRCRAFT IDENTIFICATION N10999	3 FLIGHT RULES I	4 TYPE OF FLIGHT G
5 NUMBER 1	6 TYPE OF AIRCRAFT LJ35	7 WAKE TURBULENCE CAT. M	8 EQUIPMENT SIC
9 DEPARTURE AERODROME KMSY		10 TIME 1430	
11 COLLISION RISK NO440 F350 → DCT HRV A321 FRISH/NO440E390 UA321 DANUL UR640 MAMBI DCT GCM DCT			
12 DESTINATION AERODROME MWCR		13 TOTAL EST. TIME 0210	14 ALT. AERODROME MKJP
15 OTHER INFORMATION EET/ MMID 00+58 MHTG 01+36 MKJK 02+02 RMK / ADCUS 4 US 2 CAN GRIMES			
16 SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED BY FPL MESSAGE)			
17 ENDURANCE REL. WTL. E/0500		18 PERSONS ON BOARD P/14	
19 SURVIVAL EQUIPMENT POLAR S/ [X] [X] [X] [X]		20 EMERGENCY RADIO R/ [X] [X] [X]	
21 NUMBER D/01		22 CAPACITY 12	
23 COVER C/0		24 COLOUR YELLOW	
25 AIRCRAFT COLOUR AND MARKINGS A/ WHITE BLUE			
26 REMARKS N/			
27 PILOT-IN-COMMAND C/ GRIMES KHOU (713)644-8361			
FILED BY	ACCEPTED BY	ADDITIONAL INFORMATION	

INTERNATIONAL FLIGHT PLAN

The following describes items to be completed on the international flight plan (Form 7233-4), which is available at most FSSs.

GENERAL INSTRUCTIONS

- Use capital letters.
- Adhere closely to the prescribed format.
- Report hours in Coordinated Universal Time (UTC, or Zulu).
- Use the 24-hour clock (e.g., 1800Z, 0930Z, etc.).
- The block preceding Item 3 is to be completed by air traffic facilities.

- f. Complete Item 19 as indicated. It will facilitate help by search and rescue (SAR) services.

ITEM 7: AIRCRAFT IDENTIFICATION—ENTER ONE OF THE FOLLOWING:

- Aircraft registration (e.g., N172B).
- ICAO designator followed by the flight number (e.g., KLM511).
- Call sign assigned by military authorities.

ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT

Flight Rules—Indicate flight rules governing the flight:

I -- IFR V --VFR

Y --IFR changing to VFR Z --VFR changing to IFR

Note: In item 15, specify the point where the change is planned.

Type of Flight—Indicate which one:

S -- Scheduled air transport

N --Non-scheduled air transport

G --General aviation

M --Military

X --Other

ITEM 9: AIRCRAFT TYPE AND WAKE TURBULENCE CATEGORY/NUMBER

Type of Aircraft — Enter appropriate ICAO designator (e.g., TB10, BE90, etc.).

Note: If no designator has been assigned (or for formation flights comprising more than one type aircraft), indicate “ZZZ” and specify the aircraft type(s) in Item 18 preceded by “TYP /.”

Wake Turbulence Category— Indicate wake turbulence intensity created by the aircraft:

H --Heavy (aircraft with a maximum certificated takeoff weight of 136,000 kg/300,000 lb or more).

M --Medium (aircraft with a maximum certificated takeoff weight of less than 136,000 kg/300,000 lb, but more than 7,000 kg/15,500 lb).

L -- Light (aircraft with a maximum certificated takeoff weight of 7,000 kg/15,500 lb or less)

Item 10: Equipment

Communication and Navigation:

N --No nav/com equipment available or equipment is out of service.

S -- Standard nav/com equipment available (see note below).

Type of nav/com equipment—Indicate:

A --Loran A **C** --Loran C

D --DME **E** --Decca

F -- ADF **H** --HF RTF

I -- Inertial Navigation **L** --ILS

Z -- Other (specify in item 18 preceded by "COM/" and/or "NAV/")

Note: VHF, RTF, ADF, VOR, and ILS are considered standard equipment.

Transponder—Indicate:

N --None

0 -- Transponder/no code

2 -- Transponder/Mode A (two-digit code)

4 -- Transponder/Mode A (four-digit code)

C --Transponder/Mode A and Mode C (four-digit code)

ITEM 13: DEPARTURE AIRPORT AND DEPARTURE TIME

Airport—Use the ICAO four-letter location identifier.

Note: If no identifier has been assigned, indicate "ZZZZ" and specify the airport name in Item 18 preceded by "DEP/."

Time—Estimated time of departure (ETD). Use the 24-hour clock reported in UTC.

Note: When ATC personnel receive a flight plan filed in flight, they will enter "AFIL" and specify the ICAO four-letter identifier of the facility's location in Item 18 preceded by "DEP/." Time will be given as actual time of arrival (ATA) or estimated time of arrival (ETA) over the first point of the route.

Item 15: Route

Cruising Speed—State true airspeed (TAS). Choose appropriate term:

1. Kilometers per hour, shown as "K" followed by four numbers (e.g., K0830).

2. Knots, expressed as "N" followed by four numbers (e.g., N0250).

3. Mach number, using the nearest hundredths of unit preceded by "M" (e.g., M082).

Note: FAA air traffic facilities do not accept speeds in metric terms.

Cruising Level—State planned cruising level. Choose appropriate term:

1. Flight level, expressed as "F" followed by three numbers (e.g., F085).

2. Altitude in hundreds of feet, expressed as “A” followed by three numbers (e.g., A045).
3. Standard metric level in tens of meters, expressed as “S” followed by four numbers (e.g., S1130).
4. Altitude in tens of meters, expressed as “M” followed by four numbers (e.g., M0840).
5. VFR (unspecified cruising level).

Note: FAA air traffic facilities do not accept cruising levels in metric terms.

Route—Include speed, flight level, or flight rule changes:

Along designated routes—Enter:

1. Route designator (or the letters “DCT” if departure airport is outside a designated route segment followed by the point of joining the first designated route).
2. Each point where speed, flight level, or flight rule changes are planned followed by the designator for the next route segment (even if the same as the previous one) or the letters “DCT” if the next segment will be outside a designated route.

Outside designated routes—Enter:

1. Be a ring and distance from a navigation aid for points normally not more than 30 minutes’ flying time or 200 nautical miles apart (or when required by ATC, define route expressed in degrees and/or minutes of longitude/latitude).
2. Each point where speed, flight level, or flight rule changes are planned.

Speed or Altitude Change—Enter the point/designator followed by a slash and new speed or altitude information (e.g., LN/N0250A045).

Flight Rule Change—Enter the point/designator followed by a space and the new flight rule (e.g., LN VFR, LN/N0250A045 IFR, etc.).

Cruise Climb—Enter the letter “C” followed by a slash, then the point at which cruise climb is planned, followed by a slash and the speed to be maintained, followed by the two levels defining the layer occupied during cruise climb, or the level above which cruise is planned followed by the letters “PLUS” (e.g., C/48N050W/N0250F120F180, C/48N050W/M082F290PLUS, etc.).

ITEM 16: DESTINATION AIRPORT, ALTERNATE AIRPORT, AND TIME ENROUTE

Airport and alternate— Use the ICAO four-letter location identifier (limit alternate to two airports).

Note: If no identifier has been assigned, use "ZZZZ" and specify the airport name in Item 18 preceded by "DEST/."

Time—Estimated time enroute (ETE). Use the 24-hour clock reported in UTC.

Item 18: Other Information:

0—No other information

REG/—Aircraft registration if different from Item 7

TYP/—Aircraft type if "ZZZZ" noted in Item 9

DEP/—Departure airport if "ZZZZ" is noted in Item 13

DEST/—Destination airport if "ZZZZ" is noted in Item 16

ALTN/—Alternate airport if "ZZZZ" is noted in Item 16

RMK/—Any remarks

ITEM 19: SUPPLEMENTARY INFORMATION

E /—Endurance— Fuel endurance in hours and minutes. Use the 24-hour clock reported in UTC.

P/—Persons on Board—Total number of persons on board.

Emergency / Survival Equipment— Cross out any item not applicable or available:

R/—Radio—"U" for UHF on 243.0 MHz, "V" for VHF on 121.5 MHz, or "E" for emergency location beacon-aircraft (ELBA) or emergency locator transmitter (ELT).

S/—Specific Survival Equipment—(Self-explanatory).

J/—Life jackets—"L" for jackets equipped with lights; "F" for jackets equipped with fluorescein; "U" or "V" indicates radio capability of jackets (write "RDO/" followed by frequencies).

D /—Dinghies— Number on board, total capacity (in persons), and color.

C—Cover—"C" for covered dinghies.

A/—Aircraft color and markings—(Self-explanatory).

N/—Remarks—"N" for remarks.

C/—Pilot—Name of Pilot-in-Command.