

IFR Flight Planning

Planning

A. Check all NOTAMS

- Flight service (unpublished)
- Notices to Airmen (published)
 - NOTAM L (local information, taxiway closings)
 - NOTAM D (distance pertinent to route of flight, VOR outages, Go/NoGo)
 - FDC NOTAMS (regulatory in nature – charts, regulations)
 - GPS NOTAMS (must specifically be requested in a briefing)

B. Airport Facility Directory (current)

- Airport information (runway lengths, frequencies, fuel, hours, nav aids)
- VOR checks
- Chart changes
- IFR Preferred Routes**

Visualize it

C. All pertinent Charts (current)

- Taxi**
- Departure Procedures (DP's)
- STARs
- Area Charts
- Approach Charts (departure, destination, alternate, and route of flight)
- Low Enroute Charts
- VFR Sectional and/or WAC Charts

before you
fly it!

D. Weather Briefing

E. IFR Alternate

1. Does the destination have an approach? (if not, an alternate is required)
2. Does the destination meet the 1-2-3 rule
 - 1 hour before to 1 hour after ETA
 - 2,000' ceilings
 - 3 miles of visibility

F. Minimums for an alternate

- Standard alternate minimums
 - If alternate has a precision approach...600' ceilings & 2 miles visibility
 - If alternate has a non-precision app (non-GPS)...800' ceilings & 2 mi vis.
 - If alternate has no approach...descent and land from MEA in basic VFR
- Non-standard alternate minimums
 - Published with approach charts
 - Alternate not authorized

G. Navigation Log

H. Flight Plan

Form Approved OMB No. 2120-0026
09/30/2006

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR			TIME STARTED	SPECIALIST INITIALS
FLIGHT PLAN						
1. TYPE		2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE / SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT	
<input type="checkbox"/> VFR	<input type="checkbox"/> IFR			KTS	6. DEPARTURE TIME	
<input type="checkbox"/> DVFR					PROPOSED (Z)	ACTUAL (Z)
7. CRUISING ALTITUDE						
8. ROUTE OF FLIGHT						
9. DESTINATION (Name of airport and city)			10. EST. TIME ENROUTE		11. REMARKS	
			HOURS	MINUTES		
12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)		14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE		15. NUMBER ABOARD
HOURS	MINUTES			17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)		
16. COLOR OF AIRCRAFT			CIVIL AIRCRAFT PILOTS: FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. 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). 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)
Electronic Version (Adobe)

CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

1. Check both VFR and IFR boxes if filing a composite flight plan.
3. Use the appropriate equipment suffix. (See next page.)
7. When selecting altitude, consider the following:
 - Altitude rules (East is Odd, West is Even)
 - Above the MEA and other minimum altitudes
 - Headwinds/tailwinds
 - Icing
 - Cloud tops
 - Turbulence
 - Oxygen availability
10. Time ETA from liftoff to the IAF – Be as accurate as possible.
11. The remarks may include comments about STARS, DPs, and approaches.
12. Fuel requirements: destination + alternate + 45 minutes
13. Alternate requirements: Use the 1-2-3 rule to see if you need an alternate.
16. Write the most prevalent color first.

FAA Flight Plan Aircraft Suffixes

Effective September 1, 2005

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 enroute and terminal capability.
/R	Required Navigational Performance. The aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned.
	Reduced Vertical Separation Minimum (RVSM). Prior to conducting RVSM operations within the U.S., the operator must obtain authorization from the FAA or from the responsible authority, as appropriate.
/J	/E with RVSM
/K	/F with RVSM
/L	/G with RVSM
/Q	/R with RVSM
/W	RVSM