

March 1998

IFIM

Section 7. FLIGHT PLANNING NOTES

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). 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:

1. Aircraft Position*
2. Time Over Position in Four Digits
3. Flight Level**
4. Next Fix and Estimate over Next Fix in Four Digits
5. Name of Subsequent Fix

NOTE-

* For 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.

NOTE-

** Pilots 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 inflight 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 following is a description of the content of items to be completed on an international flight plan form. The FAA complies with ICAO Format, except does not accept cruising speed/level in metric terms (see differences to ICAO DOC 4444 in the U.S. AIP.) An example of the flight plan form follows this description.

2.1 GENERAL

a. Use BLOCK CAPITALS when completing each item.

b. *Adhere closely* to the prescribed formats and manner of specifying data.

c. *Commence inserting* data in the first space provided. Where excess space is available, leave unused spaces blank.

d. *Insert all* clock times in 4 figures UTC.

e. *Insert all* estimated elapsed times in 4 figures (hours and minutes).

f. *Shaded area preceding Item 3* – to be completed by ATS and COM services, unless the responsibility for originating flight plan messages has been delegated.

NOTE-

The term "aerodrome" where used in the flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters or balloons.

2.2 INSTRUCTIONS FOR INSERTION OF ATS DATA

Complete Items 7 to 18 as indicated hereunder.

Complete also Item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.

NOTE-

Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.

ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

INSERT one of the following aircraft identifications, not exceeding 7 characters:

a. The registration marking of the aircraft (e.g. EIAKO, 4XBCD, N2567GA) when:

(1) In radiotelephony the call sign to be used by the aircraft will consist of this identification alone (e.g. OOTEK), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. SABENA OOTEX);

(2) The aircraft is not equipped with radio;

OR

b. The ICAO designator for the aircraft operating agency followed by the flight identification number (e.g. KLM511, NGA 213, JTR 25) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight number (e.g. KLM511, NIGERIA 213, HERBIE 25).

OR

NOTE-

Provisions for the use of radiotelephony call signs are contained in Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (1 OR 2 CHARACTERS)

FLIGHT RULES

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I if IFR

V if VFR

Y if IFR first and specify in Item 15 the point or

Z if VFR first points where the change of flight rules 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 Transport
- N if non-scheduled air transport operation
- G if general aviation
- M if military
- X if other than any of the defined categories above.

ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE DATA

NUMBER OF AIRCRAFT (1 OR 2 CHARACTERS)

INSERT the number of aircraft, if more than one.

TYPE OF AIRCRAFT (2 TO 4 CHARACTERS)

INSERT the appropriate Designator as specified in ICAO Doc 8643, *Aircraft Type Designators*,

OR, if no such designator has been assigned, or in case of formation flights comprising more than one type,

INSERT ZZZZ, and SPECIFY in Item 18, the (numbers and) type(s) of aircraft preceded by TYP/.

WAKE TURBULENCE CATEGORY (1 CHARACTER)

INSERT an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

- H - HEAVY, to indicate an aircraft type with a maximum certificated take-off mass of 136,000 kg or more;
- M - MEDIUM, to indicate an aircraft type with a maximum certificated take-off mass of less than 136,000 kg but more than 7,000 kg;
- L - LIGHT, to indicate an aircraft type with a maximum certificated take-off mass of 7,000 kg or less.

ITEM 10: EQUIPMENT

RADIO COMMUNICATION, NAVIGATION AND APPROACH AID EQUIPMENT

INSERT one letter as follows:

N if no COM/NAV/ approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,

OR, S if standard COM/NAV/ approach aid equipment for the route to be flown is carried (*See Note 1*),

AND/ OR

INSERT one or more of the following letters to indicate the COM/NAV/ approach aid equipment available and serviceable:

- | | |
|-------------------------------------|--|
| A (Not allocated) | M Omega |
| B (Not allocated) | O VOR |
| C LORAN C | P (Not allocated) |
| D DME | Q (Not allocated) |
| E (Not allocated) | R RNP type certification (<i>see Note 5</i>) |
| F ADF | T TACAN |
| G (GNSS) | U UHF RTF |
| H HF RTF | V VHF RTF |
| I Inertial Navigation | W when prescribed by ATS |
| J (Data Link) (<i>see Note 3</i>) | X when prescribed by ATS |
| K (MLS) | Y when prescribed by ATS |
| L ILS | Z Other equipment carried (<i>see Note 2</i>). |

Note 1. – Standard equipment is considered to be VHF RTF, ADF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

Note 2. – If the letter Z is used, specify in Item 18 the other equipment carried, preceded by COM/ and/or NAV/, as appropriate.

Note 3. – If the letter J is used, specify in Item 18 the equipment carried, preceded by DAT/ followed by one or more letters as appropriate.

Note 4. – Information on navigation capability is provided to ATC for clearance and routing purposes.

Note 5. – Inclusion of letter R indicates that an aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or concerned.

Surveillance equipment

INSERT one or two of the following letters to describe the serviceable surveillance equipment carried:

SSR equipment

- N Nil
- A Transponder – Mode A (4 digits – 4,096 codes)
- C Transponder – Mode A (4 digits – 4,096 codes) and Mode C
- X Transponder – Mode S without both aircraft identification and pressure–altitude transmission
- P Transponder – Mode S, including pressure–altitude transmission, but no aircraft identification transmission
- I Transponder – Mode S, including aircraft identification transmission, but no pressure–altitude transmission
- S Transponder – Mode S, including both pressure–altitude and aircraft identification transmission

ADS equipment

- D ADS capability

ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS)

- INSERT the ICAO four–letter Location Indicator of the departure aerodrome,
- OR, if no Location Indicator has been assigned,
- INSERT ZZZZ, and SPECIFY, in Item 18, the name of the aerodrome, preceded by DEP/,
- OR, if the flight plan is received from an aircraft in flight,
- INSERT AFIL, and SPECIFY, in Item 18, the ICAO four–letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/.
- THEN, WITHOUT A SPACE
- INSERT for a flight plan submitted before departure, the estimated off–block time,
- OR, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

ITEM 15: ROUTE

- INSERT the *first cruising speed* as in (a). and the *first cruising level* as in (b), without a space between them.
- THEN, following the arrow, INSERT the route description as in (c).

(a) Cruising speed (maximum 5 characters)

- INSERT the *True Air Speed* for the first or the whole cruising portion of the flight, in terms of:
- Kilometers per hour*, expressed as K followed by 4 figures (e.g. K0830),
- or
- Knots*, expressed as N followed by 4 figures (e.g. N0285), or
- Mach Number*, when so prescribed by the appropriate ATS, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

(b) Cruising level (maximum 5 characters)

INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of:

Flight Level, expressed as F followed by 3 figures (e.g. F085; F330); *or*

Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100); *or*

* *Standard Metric Level* in tens of metres, expressed as S followed by 4 figures (e.g. S1130); *or*

Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840); *or* for uncontrolled VFR flights, the letters VFR.

* When so prescribed by the ATS authorities.

(c) Route (including changes of speed, level and/or flight rules)

Flights along designated ATS routes

INSERT if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,

OR, if the departure aerodrome is not on or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.

THEN,

INSERT each point at which either a change of speed or level, a change of the ATS route, and/or a change of flight rules is planned,

NOTE-

* *When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.*

FOLLOWED IN EACH CASE

by the designator of the next ATS route segment, even if the same as the previous one,

OR, by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

Flights outside designated ATS routes

INSERT points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.

OR, when required by appropriate ATS authority(ies),

DEFINE the track of flights operating predominantly in an east-west direction between 70°N and 70°S 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 the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed on hour's flight time. Additional significant points shall be established 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 which are spaced at 5 degrees.

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

USE ONLY the conventions in (1) to (5) below and SEPARATE each sub-item by a space.

(1) ATS route (2 to 7 characters)

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, B1, R14, UB10, KODAP2A).

NOTE-

* Provisions for the application of route designators are contained in Annex 11, Appendix 1, while guidance material on the application of an RNP type to a specific route segment(s), route(s) or area is contained in the Manual on Required Navigation Performance (RNP) (Doc 9613).

(2)	Significant point (2 to 11 characters)
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The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY), or,

if no coded designator has been assigned, one of the following ways:

Degrees only (7 characters):

2 figures describing latitude in degrees, followed by "N" (North) or "S" (South), followed by 3 figures describing longitude in degrees, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeroes, e.g. 46N078W.

Degrees and minutes (11 characters):

4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeroes, e.g. 4620N07805W.

Bearing and distance from a navigation aid:

The identification of the navigation aid (normally a VOR), in the form of 2 or 3 characters, then the bearing from the aid in the form of 3 figures giving degrees magnetic, THEN the distance from the aid in the form of 3 figures expressing nautical miles. Make up the correct number of figures, where necessary, by insertion of zeros - e.g. a point 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

(3)	Change of speed or level (maximum 21 characters)
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The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned, expressed exactly as in (2) above, followed by an *oblique stroke*

and both the cruising speed and the cruising level, expressed exactly as in (a) and (b) above without a space between them, even when only one of these quantities will be changed.

Examples:

LN/N0284A045
MAY/N0305F180
HADDY/N0420F330
4602N07805W/N0500F350
46N078W/M082F330
DUB180040/N0350M0840

(4)	Change of flight rules (Maximum 3 characters)
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The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, followed by a space and one of the following:

VFR if from IFR to VFR

IFR if from VFR to IFR

Examples: LN VFR

LN/NO284A050 IFR

(5)	Cruise climb (maximum 28 characters)
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The letter C followed by an *oblique stroke*; THEN the point at which cruise climb is planned to start, expressed exactly as in (2) above, followed by an *oblique stroke*; THEN the speed to be maintained during cruise climb, expressed exactly as in (a) above, followed by the two levels defining the layer to be occupied during cruise climb, each level expressed exactly as in (b) above or the level above which cruise is planned followed by the letters PLUS, without a space between them.

Examples: C/48N050W/M082F290F350

C/48N050W/M082F290PLUS

C/52N050W/M220F580F620

ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, ALTERNATE AERODROMES(S)

Destination aerodrome and total estimated elapsed time (8 characters)

INSERT the ICAO four-letter location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time,

OR, if no location indicator has been assigned,

INSERT ZZZZ followed, without a space, by the total estimated elapsed time, and *SPECIFY* in Item 18 the name of the aerodrome, preceded by DEST/.

NOTE-

** For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies.*

Alternate aerodrome(s) (4 characters)

INSERT the ICAO four-letter location indicator(s) of not more than two alternate aerodromes, separated by a space,

OR, if no location indicator has been assigned to the alternate aerodrome,

INSERT ZZZZ and *SPECIFY* in Item 18 the name of the aerodrome, preceded by ALTN/.

ITEM 18: OTHER INFORMATION

INSERT 0 (zero) if no other information,

OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator followed by an oblique stroke and the information to be recorded:

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP 0745 XYZ0830
EET/EINN0204

RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

Examples: RIF/DTA HEC KLAX
RIF/ESP G94 CLA APPH
RIF/LEMD

REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.

SEL/ SELCAL Code, if so prescribed by the appropriate ATS authority.

OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.

STS/ Reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative, e.g. STS/HOSP, STS/ONE ENG INOP.

TYP/ Type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.

PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.

COM/ Significant data related to communication equipment as required by the appropriate ATS authority, e.g. COM/UHF only.

DAT/ Significant data related to data link capability, using one or more of the letters, S, H, V and M, e.g. DAT/S for satellite data link, DAT/H for HF data link, DAT/V for VHF data link, DAT/M for SSR Mode S data link.

NAV Significant data related to navigation equipment as required by the appropriate ATS authority.

- DEP/ Name of aerodrome, if ZZZZ is inserted in Item 13, or the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13.
- DEST/ Name of destination aerodrome, if ZZZZ is inserted in Item 16.
- ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.
- RALT/ Name of en route alternate aerodrome(s).
- RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

ITEM 19: SUPPLEMENTARY INFORMATION

Endurance

After E/ *INSERT* a 4-figure group giving the fuel endurance in hours and minutes.

Persons on board

After P/ *INSERT* the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority. *INSERT* TBN (to be notified) if the total number of persons is not known at the time of filing.

Emergency and survival equipment

R/ (RADIO) *CROSS OUT* U is UHF on frequency 243.0 MHz is not available. *CROSS OUT* V if VHF on frequency 121.5 MHz is not available. *CROSS OUT* E if emergency location beacon - aircraft (ELBA) is not available.

S/ (SURVIVAL EQUIPMENT) *CROSS OUT* all indicators if survival equipment is not carried. *CROSS OUT* P if polar survival equipment is not carried. *CROSS OUT* D if desert survival equipment is not carried. *CROSS OUT* M if maritime survival equipment is not carried. *CROSS OUT* J if jungle survival equipment is not carried.

J/ (JACKETS) *CROSS OUT* all indicators if life jackets are not carried. *CROSS OUT* L if life jackets are not equipped with lights. *CROSS OUT* F if life jackets are not equipped with fluorescein. *CROSS OUT* U or V or both as in R/ above to indicate radio capability of jackets, if any.

D/ (DINGHIES) (NUMBER) *CROSS OUT* indicators D and C if no dinghies are carried, or *INSERT* number of dinghies carried; and

(CAPACITY) *INSERT* total capacity, in persons, of all dinghies carried; and

(COVER) *CROSS OUT* indicator C if dinghies are not covered; and

(COLOR) *INSERT* color of dinghies if carried.

A/(AIR-CRAFT COLOR AND MARKINGS) *INSERT* color of aircraft and significant markings.

N/ (REMARKS) *CROSS OUT* indicator N if no remarks, or *INDICATE* any other survival equipment carried and any other remarks regarding survival equipment.

C/(PILOT) *INSERT* name of pilot-in-command.

Filed by

INSERT the name of the unit, agency or person filing the flight plan.

Acceptance of the flight plan

Indicate acceptance of the flight plan in the manner prescribed by the appropriate ATS authority.

Instructions for insertion of COM data

Items to be completed:

COMPLETE the top two shaded lines of the form, and *COMPLETE* the third shaded line only when necessary, in accordance with the provisions in PANS-RAC, Part IX, 2.1.2, unless ATS prescribes otherwise.



International Flight Plan

PRIORITY: **FF** ADDRESSSEE(S): _____
 FILING TIME: _____ ORIGINATOR: _____
 SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR: _____

3 MESSAGE: **(FPL)** 7 AIRCRAFT IDENTIFICATION: _____ 8 FLIGHT RULES: _____ TYPE OF FLIGHT: _____
 9 NUMBER: _____ TYPE OF: _____ WAKE TURBULENCE CAT.: _____ / _____ 10 EQUIPMENT: _____ / _____
 13 DEPARTURE AERODROME: _____ TIME: _____
 15 CRUISING SPEED: _____ LEVEL: _____ ROUTE: _____

16 DESTINATION: _____ TOTAL EET: _____ HR: _____ MIN: _____ ALTN AERODROME: _____ 2ND ALTN AERODROME: _____
 18 OTHER INFORMATION: _____

19 SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
 SURVIVAL EQUIPMENT: **E** / HR: _____ MIN: _____ PERSONS ON BOARD: **P** / _____ EMERGENCY: **R** / UHF: **U** VHF: **V** ELBA: **E**
 DINGHIES: **S** POLAR: **P** DESER: **D** MARITIM: **M** JUNGLE: **J** JACKETS: **J** / LIGHT: **L** FLUORE: **F** UHF: **U** VHF: **V**
 AIRCRAFT COLOR AND MARKINGS: **A** / _____
 REMARKS: **N** / _____
 PILOT-IN-COMMAND: **C** / _____

FILED BY: _____ ACCEPTED BY: _____ ADDITIONAL INFORMATION: _____

Pre-Flight Pilot Checklist

Aircraft Identification			Time of Briefing			
WEATHER (Destination) (Alternate)	<input type="checkbox"/> Present	Remarks	Report Weather Conditions Aloft			
	<input type="checkbox"/> Forecast		<i>Report immediately weather conditions encountered, particularly cloud tops, upper cloud layers, thunderstorms, ice, turbulence, winds and temperature</i>			
			Position	Altitude	Time	Weather Conditions
WEATHER (En Route)	<input type="checkbox"/> Present					
	<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					
ADIZ	<input type="checkbox"/> Airspace Restrictions					

Civil Aircraft Pilots

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 Convention of International Civil Aviation, International Standards — Rules of the Air. 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).

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.

Agency Display Of Estimated Burden For International Flight Plan

The public report burden for this collection of information
is estimated to average 2.5 minutes per response.

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

Office of Management and Budget
Paperwork Reduction Project 2120-0026
Washington, D.C. 20503

— and —

U.S. Department of Transportation
Federal Aviation Administration
FSS Procedures Branch, ATP-110
800 Independence Avenue, SW
Washington, D.C. 20591

Please DO NOT RETURN your form to either of these