IFR Flight Planning Form

notes

Enroute Weather — 1-800-WX-BRIEF

'Zulu time' UTC =	HST+10 (no HDT)	AST+9 ADT+8	PST+8 PDT+7	MST+7 MDT+6	CST+6 CDT+5	EST+5 EDT+4

Terminal and Enroute Forecasts and Trends

Location	Time	Forecast

Listing an alternate airport is not required when the destination airport has a published IAP and from one hour before to one hour after your ETA, forecast weather at destination is >= 2000' AGL ceiling, Visibility >= 3 SM

Wind and Temperature Aloft Forecasts

Location		Alt		Alt		Alt

Location	NOTAMS / PIREPS / Significant Weather Forecasts

Don't forget about Freezing Levels

IFR Cruising Altitutdes

Magnetic Course	
180⁰-359⁰ *(inclusive)*	0⁰-179⁰ *(inclusive)*
EVEN thousands	ODD thousands
4000, 6000, 8000...	**3000, 5000, 7000...**

VFR on Top — Above IFR MEA, Below 18,000 ft — Magnetic Course	
EVEN thousands + 500'	ODD thousands + 500'
4500, 6500, 8500...	**3500, 5500, 7500...**

IFR Radio Failure

SQUAWK 7600

VMC
Continue under VFR. Land as soon as practicable.

IMC	
Route	Last assigned by ATC or route ATC advised to be expected.
Altitude - Highest of	Last ATC assigned
	Minimum for IFR
	Advised by ATC to be expected

Leaving a fix at clearance limit if radio failure
IAP begins at the fix
Leave at EFC. If no EFC, then at ETA.
if NOT an IAP fix
Leave fix at EFC. If no EFC, proceed to IAP fix and begin approach at ETA

VOR Checks	
Within Last 30 Days	+-
VOT	4°
Ground Checkpoint	4°
Airborne Checkpoint	6°
Dual VOR Receivers	4°
Record date, place, bearing error, signature	

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ATC Instructions

Heading	Altitude	Squawk	Contact	Holding, etc.

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C Clc Limit	R Route / Departure	A Altitudes	F Frequency	T Xpdr
EFC				
EFC				

Flight Plan — 1-800-WX-BRIEF

1 type	2 acft ident	3 acft type, spcl. equipment	4 true airspeed	5 departure point	6 dep time	7 cruise alt.
VFR / IFR / DVFR					Z	

8 route of flight	
9 destination name & city	
10 est. time enroute	hours / mins
11 remarks	
12 fuel on board	hours / mins
13 alternate airport	
14 pilot's name, address, phone, & acft home base	
15 number on board	
16 color of aircraft	
17 destination contact / phone (optional)	

Special Equipment Suffixes for (3)

A - DME, Xpdr WITH alt encoding
B - DME, Xpdr w/ NO alt encoding
D - DME NO Xpdr
X - NO Transponder
T - Xpdr w/ NO alt encoding
I - RNAV, Xpdr WITH alt encoding
G - IFR-certified GPS
W - RNAV, NO Xpdr
U - Xpdr WITH alt encoding

Add Suffix to Acft Type on Flt Plan -- ex: **"P28A/ALPHA"**

Weather Go/No Go Checklist

Current Enroute WX	
Forecast Enroute WX	
Forecast Destination WX	
Forecast Alternate Airport WX	
Winds & Temp Aloft Forecast	
Better WX Area Forecast	
Synopsis & Area WX	
Temp / Dew Point Spread (Fog)	
Freezing Levels	
PIREPs, including Top Reports	
NOTAMS	

Light Gun Signals

signal	on ground	in flight
steady green	cleared for takeoff	cleared to land
flashing green	cleared to taxi	return to land
steady red	stop	give way
flashing red	taxi clear of runway	do NOT land
flashing white	return to ramp	-
alternating red/ green	Warning - Use Caution	

VHF Frequencies

Emergency / ELT		**121.5**
EFAS / "Flight Watch"		**122.0**
Air to Air	**122.75**	**122.85**
Military VHF		**126.2**
FSS (general)		**122.2**
UNICOM (Towered Airpts.)		**122.95**

Weight and Balance

item	weight	x arm	= moment
basic empty wt / mom			
seats 1&2			
seats 3&4			
seats 5&6			
baggage			
fuel			
generally 6 lb / gal		CG = Σ(moment)/ Σ(weight)	
takeoff wt/ cg/mom			
taxi / trip fuel			
landing wt/ cg/mom			

I'M SAFE	Illness		Medication		Stress		Alcohol		Fatigue		Emotion	

Date / Initials

Fuel Management	taxi / take-off	climb	cruise	app.	alt.	res.	total
Time							
Fuel Req.							

power
%
RPM
fuel flow
gph

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Airport Frequencies / Information

Airport	ATIS	Clr Delivery	Ground	CTAF / Tower	Departure	Approach	UNICOM					

C	Clr Limit	R	Route / Departure	A	Altitudes	F	Frequency	T	Xpdr