

3. Route information is available on the website and in specific advisories. Some route information, subject to the 56-day publishing cycle, is located on the “OIS” under “Products,” Route Management Tool (RMT), and “What’s New” Playbook. The RMT and Playbook contain routings for use by Air Traffic and NAS operators when they are coordinated “real-time” and are then published in an ATCSCC advisory.

4. Route advisories are identified by the word “Route” in the header; the associated action is required (RQD), recommended (RMD), planned (PLN), or for your information (FYI). Operators are expected to file flight plans consistent with the Route RQD advisories.

5. Electronic System Impact Reports are on the intranet at <http://www.atcsc.faa.gov/ois/> under “System Impact Reports.” This page lists scheduled outages/events/projects that significantly impact the NAS; for example, runway closures, air shows, and construction projects. Information includes anticipated delays and traffic management initiatives (TMI) that may be implemented.

5-1-5. Flight Plan – VFR Flights

(See Appendix 4, FAA Form 7233-4 – International Flight Plan)

a. The requirements for the filing and activation of VFR flight plans can vary depending in which airspace the flight is operating. Pilots are responsible for activating flight plans with a Flight Service Station. Control tower personnel do not automatically activate VFR flight plans.

1. Within the continental U.S., a VFR flight plan is not normally required.

2. VFR flights (except for DoD and law enforcement flights) into an Air Defense Identification Zone (ADIZ) are required to file DVFR flight plans.

NOTE–

Detailed ADIZ procedures are found in Section 6, National Security and Interception Procedures, of this chapter. (See 14 CFR Part 99).

3. Flights within the Washington, DC Special Flight Rules Area have additional requirements that must be met. Visit <http://www.faa.gov> for the required Special Awareness Training that must be completed before flight within this area.

4. VFR flight to an international destination requires a filed and activated flight plan.

NOTE–

ICAO flight plan guidance is published in ICAO Document 4444 PANS-ATM Appendix 2.

b. It is strongly recommended that a VFR flight plan be filed with a Flight Service Station or equivalent flight plan filing service. When filing, pilots must use FAA Form 7233-4, International Flight Plan or DD Form 1801. Only DoD users, and civilians who file stereo route flight plans, may use FAA Form 7233-1, Flight Plan. Pilots may take advantage of advances in technology by filing their flight plans using any available electronic means. Activating the flight plan will ensure that you receive VFR Search and Rescue services.

c. When a stopover flight is anticipated, it is recommended that a separate flight plan be filed for each leg of the flight.

d. Pilots are encouraged to activate their VFR flight plans with Flight Service by the most expeditious means possible. This may be via radio or other electronic means. VFR flight plan proposals are normally retained for two hours following the proposed time of departure.

e. Pilots may also activate a VFR flight plan by using an assumed departure time. This assumed departure time will cause the flight plan to become active at the designated time. This may negate the need for communication with a flight service station or flight plan filing service upon departure. It is the pilot’s responsibility to revise his actual departure time, time en route, or ETA with flight service.

NOTE–

Pilots are strongly advised to remain mindful when using an assumed departure time. If not updated, search and rescue activities will be based on the assumed departure time.