

departure. Otherwise, a 30-minute delay is not unusual in receiving an ATC clearance because of time spent in processing flight plan data.

9. Traffic saturation frequently prevents control personnel from accepting flight plans by radio. In such cases, the pilot is advised to contact a flight plan filing service for the purpose of filing the flight plan.

10. When requesting an IFR clearance, it is highly recommended that the departure airport be identified by stating the city name and state and/or the airport location identifier in order to clarify to ATC the exact location of the intended airport of departure.

11. Multiple versions of flight plans for the same flight may lead to unsafe conditions and errors within the air traffic system. Pilots must not file more than one flight plan for the same flight without ensuring that the previous flight plan has been successfully removed.

12. When a pilot is aware that the possibility for multiple flight plans on the same aircraft may exist, ensuring receipt of a full route clearance will help mitigate chances of error.

REFERENCE–

AIM, Para 5–1–12, Change in Flight Plan.

AIM, Para 5–1–13, Change in Proposed Departure Time.

b. Airways and Jet Routes Depiction on Flight Plan

1. It is vitally important that the route of flight be accurately and completely described in the flight plan. To simplify definition of the proposed route, and to facilitate ATC, pilots are requested to file via airways or jet routes established for use at the altitude or flight level planned.

2. If flight is to be conducted via designated airways or jet routes, describe the route by indicating the type and number designators of the airway(s) or jet route(s) requested. If more than one airway or jet route is to be used, clearly indicate points of transition. If the transition is made at an unnamed intersection, show the next succeeding NAVAID or named intersection on the intended route and the complete route from that point. Reporting points may be identified by using authorized name/code as depicted on appropriate aeronautical charts. The following two examples illustrate the need to specify the transition point when two routes share more than one transition fix.

EXAMPLE–

1. *ALB J37 BUMPY J14 BHM Spelled out: from Albany, New York, via Jet Route 37 transitioning to Jet Route 14 at BUMPY intersection, thence via Jet Route 14 to Birmingham, Alabama.*

2. *ALB J37 ENO J14 BHM Spelled out: from Albany, New York, via Jet Route 37 transitioning to Jet Route 14 at Smyrna VORTAC (ENO) thence via Jet Route 14 to Birmingham, Alabama.*

3. The route of flight may also be described by naming the reporting points or NAVAIDs over which the flight will pass, provided the points named are established for use at the altitude or flight level planned.

EXAMPLE–

BWI V44 SWANN V433 DQO Spelled out: from Baltimore–Washington International, via Victor 44 to Swann intersection, transitioning to Victor 433 at Swann, thence via Victor 433 to Dupont.

4. When the route of flight is defined by named reporting points, whether alone or in combination with airways or jet routes, and the navigational aids (VOR, VORTAC, TACAN, NDB) to be used for the flight are a combination of different types of aids, enough information should be included to clearly indicate the route requested.

EXAMPLE–

LAX J5 LKV J3 GEG YXC FL 330 J500 VLR J515 YWG Spelled out: from Los Angeles International via Jet Route 5 Lakeview, Jet Route 3 Spokane, direct Cranbrook, British Columbia VOR/DME, Flight Level 330 Jet Route 500 to Langruth, Manitoba VORTAC, Jet Route 515 to Winnipeg, Manitoba.

5. When filing IFR, it is to the pilot's advantage to file a preferred route.

REFERENCE–

Preferred IFR Routes are described and tabulated in the Chart Supplement.