

(d) Plan the route of flight so as to avoid prohibited and restricted airspace by 3 NM unless permission has been obtained to operate in that airspace and the appropriate ATC facility is advised.

(e) Define the route of flight after the departure fix, including each intermediate fix (turnpoint) and the arrival fix for the destination airport in terms of latitude/longitude coordinates plotted to the nearest minute or in terms of Navigation Reference System (NRS) waypoints. For latitude/longitude filing the arrival fix must be identified by both the latitude/longitude coordinates and a fix identifier.

**EXAMPLE–**

*MIA*<sup>1</sup> *SRQ*<sup>2</sup> *3407/10615*<sup>3</sup> *3407/11546 TNP*<sup>4</sup> *LAX*<sup>5</sup>

<sup>1</sup> *Departure airport.*

<sup>2</sup> *Departure fix.*

<sup>3</sup> *Intermediate fix (turning point).*

<sup>4</sup> *Arrival fix.*

<sup>5</sup> *Destination airport.*

*or*

*ORD*<sup>1</sup> *IOW*<sup>2</sup> *KP49G*<sup>3</sup> *KD34U*<sup>4</sup> *KL16O*<sup>5</sup> *OAL*<sup>6</sup> *MOD2*<sup>7</sup> *SFO*<sup>8</sup>

<sup>1</sup> *Departure airport.*

<sup>2</sup> *Transition fix.*

<sup>3</sup> *Minneapolis ARTCC waypoint.*

<sup>4</sup> *Denver ARTCC Waypoint.*

<sup>5</sup> *Los Angeles ARTCC waypoint.*

<sup>6</sup> *Transition fix.*

<sup>7</sup> *Arrival.*

<sup>8</sup> *Destination airport.*

(f) Record latitude/longitude coordinates by two or four figures describing latitude in degrees followed by an N or S, followed by 3 or 5 digits longitude, followed by an E or W. Separate latitude and longitude with a solidus “/.” Use leading zeros if necessary.

(g) File at FL 390 or above for the random RNAV portion of the flight.

(h) Fly all routes/route segments on Great Circle tracks.

(i) Make any inflight requests for random RNAV clearances or route amendments to an en route ATC facility.

## **5–1–7. Flight Plans For Military/DoD Use Only**

*(See Appendix 4, FAA Form 7233–1, Flight Plan)*

Within U.S. controlled airspace, FAA Form 7233–1 or DD Form 175 may be used by DoD aircraft. However, use of the DD Form 1801 by DoD aircraft is recommended for IFR flights and is mandatory for:

- a. Any flight that will depart U.S. controlled airspace.
- b. Any flight requesting routing that requires Performance Based Navigation.
- c. Any flight requesting services that require filing of capabilities only supported in the international flight plan.

**NOTE–**

1. *The order of flight plan elements in DD Form 175 is equivalent to that of FAA Form 7233–1.*

2. *Civilians who file stereo route flight plans, may use FAA Form 7233–1, Flight Plan.*

## **5–1–8. Flight Plan – Defense VFR (DVFR) Flights**

VFR flights (except for DoD and law enforcement flights) into an ADIZ are required to file DVFR flight plans for security purposes. Detailed ADIZ procedures are found in Section 6, National Security and Interception Procedures, of this chapter.