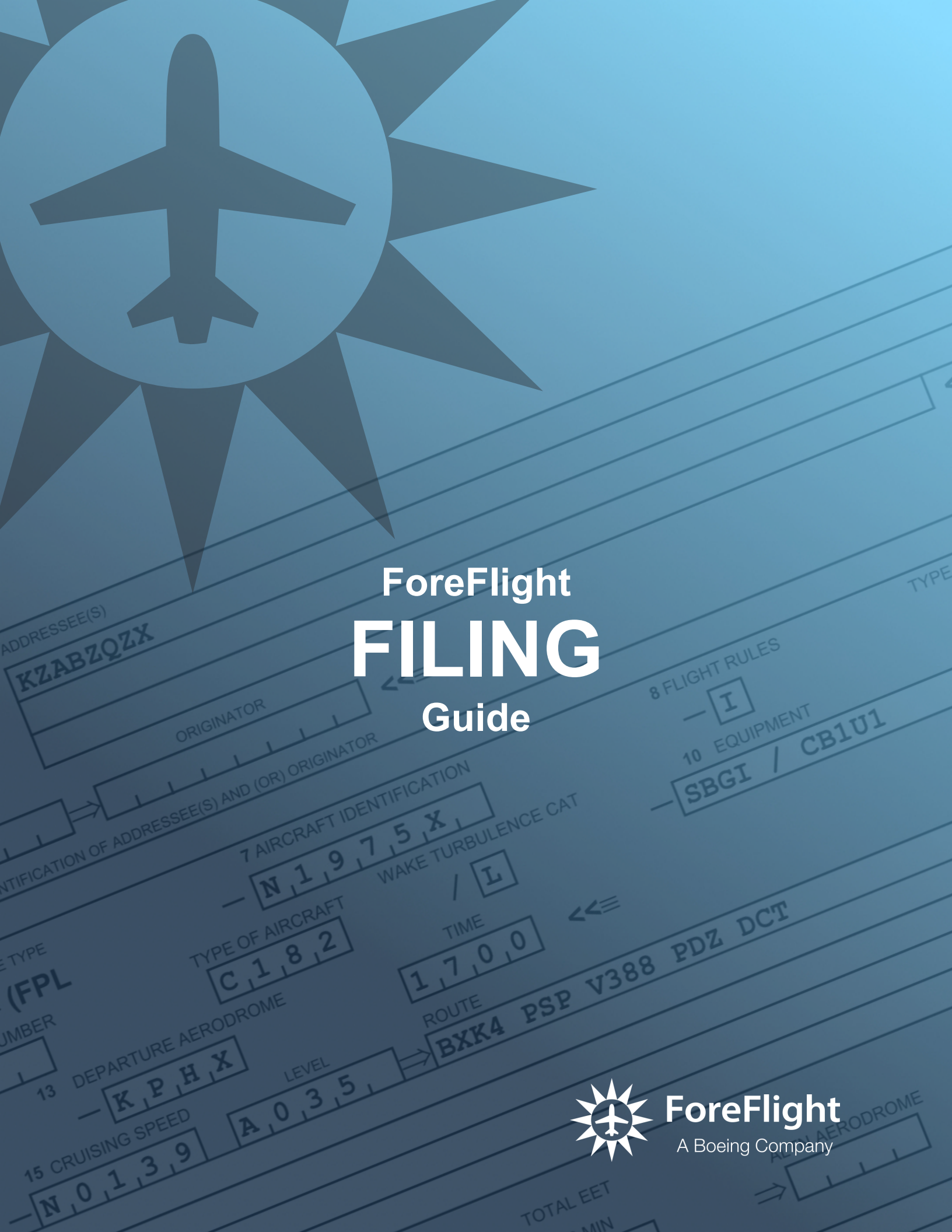


ForeFlight
FILING
Guide

ForeFlight
A Boeing Company

CONTENTS

DEFINITIONS

Abbreviation	Definition
AC	Advisory Circular
ACARS	Aircraft Communications Addressing and Reporting System
ADIZ	Air Defense Identification Zone
ADS-B	Automatic Dependent Surveillance - Broadcast
ADS-C	Automatic Dependent Surveillance - Contract
AFM	Aircraft Flight Manual
AFTN	Aeronautical Fixed Telecommunication Network
AIP	Aeronautical Information Publication
ALT	Altitude
ALTRV	Altitude Reservation
APV	Approach with Vertical Guidance
AR	Authorization Required
ATC	Air Traffic Control
ATFM	Air Traffic Flow Management
ATFMX	Air Traffic Flow Management Exempt
ATIS	Automatic Terminal Information Service
ATN	Aeronautical Telecommunications Network
BRNAV	Basic Area Navigation
CDM	Collaborative Decision Maker
CFR	Code of Federal Regulations
COM	Communication
CPDLC	Controller Pilot Data Link Communication
CTOT	Calculated Takeoff Times
D-FIS	Data Link Flight Information Service
DA	Decision Altitude
DAT	Data

Abbreviation	Definition
DC	District of Columbia
DEST	Destination
DLE	Delay
DME	Distance Measuring Equipment
DOF	Date of Flight
DVFR	Defense Visual Flight Rules
EDCT	Expected Departure Clearance Time
EET	Estimated Elapsed Time
ELT	Emergency Locator Transmitter
EOBT	Estimated Off-Block Time
ES	Extended Squitter
ETD	Estimated Time of Departure
FAA	Federal Aviation Administration
FANS	Future Air Navigation Systems
FFR	FireFighting
FIC	Flight Information Centre (Canada)
FIR	Flight Information Region
FL	Flight Level
FLTCK	Flight Check
FMC	Flight Management Computer
FMS	Flight Management System
FS	Flight Suspension
GBAS	Ground Based Augmentation System
GLONASS	Global Navigation Satellite System
GLS	Glide Slope
GNSS	Global Navigation Satellite System
GPH	Gallons Per Hour

Abbreviation	Definition
GPS	Global Positioning System
HAZMAT	Hazardous Material
HEAD	Head of State
HLA	High Level Airspace
HFDL	High Frequency Data Link
HOSP	Hospital
HSI	Horizontal Situation Indicator
HUM	Humanitarian
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
ILS	Instrument Landing System
INMARSAT	International Marine/Maritime Satellite
INS	Inertial Navigation System
IRU	Inertial Reference Unit
kHZ	Kilohertz
LNAV	Lateral Navigation
LORAN	Long-Range Aid to Navigation
LPH	Liters Per Hour
LPV	Localizer Precision with Vertical Guidance
MARSA	Military Separation
MEA	Minimum Enroute Altitude
MEDEVAC	Medical Evacuation
MFB	Military Flight Bag
MHz	Megahertz
MLS	Microwave Landing System
MNPS	Minimum Navigation Performance Specifications
MTSAT	Multi-functional Satellite Augmentation System

Abbreviation	Definition
NAV	Navigation
NM	Nautical Miles
OPR	Operator
ORGN	Originator
PBN	Performance Based Navigation
PDC	Pre-Departure Clearance
PDF	Portable Document Format
PER	Performance Category
PPH	Pounds Per Hour
RALT	Enroute Alternate Aerodrome
RCP	Required Communication Performance
REG	Registration
RF	Radius to Fix
RIF	Route to Revised Destination
RMK	Remarks
RNAV	Area Navigation
RNP	Required Navigation Performance
RTF	Radiotelephone
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minimum
SAR	Search and Rescue
SATCOM	Satellite Communication
SBAS	Satellite-Based Augmentation System
SCC	System Command Center
SEL	Selective Calling (SELCAL)
SELCAL	Selective Calling
SFRA	Special Flight Rules Area

Abbreviation	Definition
SID	Standard Instrument Departure
STAR	Standard Terminal Arrival
STAYINF	Stay Information
STS	Special Handling Reason
SUR	Surveillance
TACAN	Tactical Air Navigation
TALT	Take-off Alternate
TEC	Terminal Enroute Control
TMI	Traffic Management Initiatives
TSO	Technical Standard Orders
TYP	Type
UAT	Universal Access Transceiver
UHF	Ultra High Frequency
VDL	Very-High Datalink Frequency
VHF	Very-High Frequency
VNAV	Vertical Navigation
VOR	Very High Frequency Omnidirectional Radio Range
WAAS	Wide Area Augmentation System
WPR	Waypoint Position Reporting
YFR	IFR flight that changes to use VFR flight rules
ZFR	VFR flight that changes to use IFR flight rules

INTRODUCTION

The purpose of this guide is to assist pilots filing flight plans with ForeFlight. ForeFlight supports filing in most countries around the world by using the International Civil Aviation Organization (ICAO) flight plan form. Flight plan forms are transmitted electronically to air traffic agencies through the Aeronautical Fixed Telecommunication Network (AFTN).

When filing with ForeFlight, a majority of the filing form is automatically completed for you. Route details and payload information are copied from the Maps and Flights pages. Aircraft equipment is copied from the aircraft profile. In most cases, flight plans are transmitted directly to the appropriate air traffic control agency with no additional configuration required.

For additional information about ForeFlight Mobile, please refer to the Pilot's Guide to ForeFlight Mobile available in the app in **Documents** > **ForeFlight** or online at **www.foreflight.com/pilots-guide/**.

Warning: ForeFlight transmits flight plans via the Aeronautical Fixed Telecommunication Network (AFTN). Transmission of a flight plan does not guarantee compliance with all local requirements. Consult applicable regulations, Aeronautical Information Publications (AIP), and local governing authority requirements to ensure all requirements are met when filing.

AIRCRAFT PROFILES

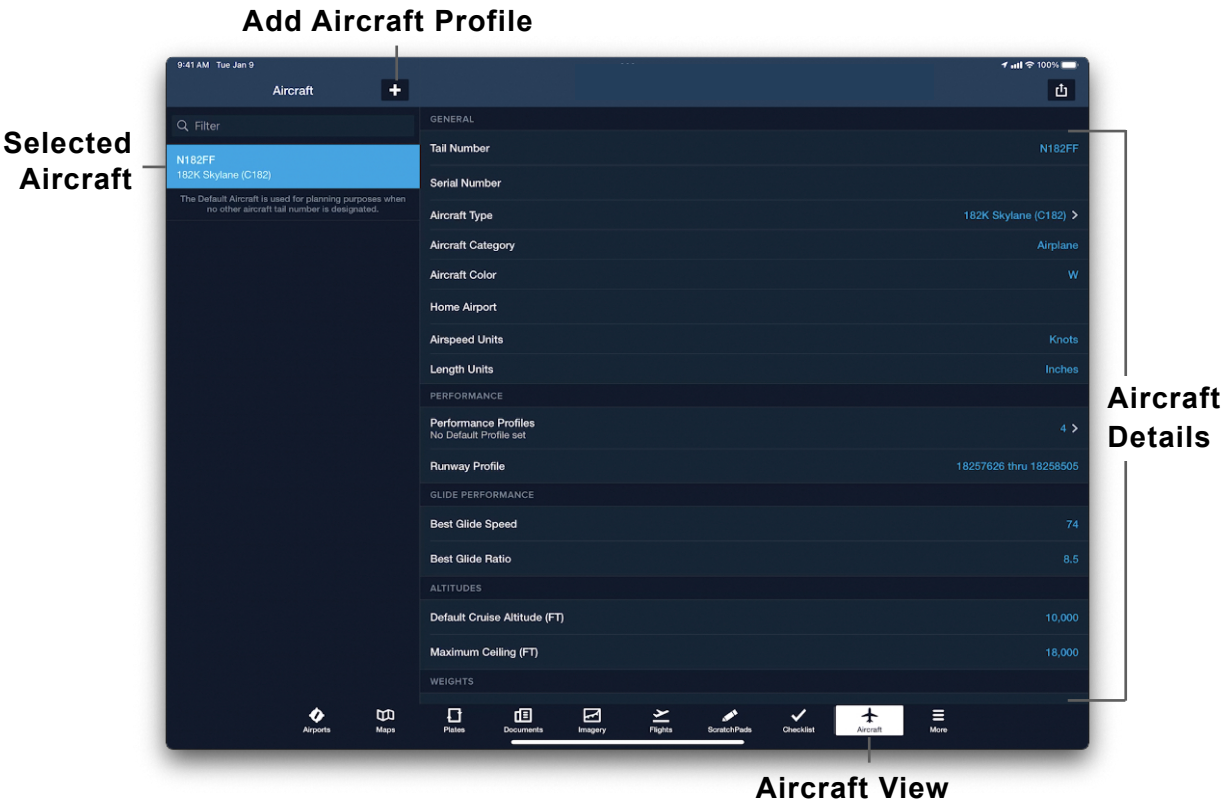
Filing a flight plan begins with a properly configured aircraft profile. Information from the aircraft profile is used to compute flight planning results and to fill out the filing form.

Aircraft profiles can be created with ForeFlight Mobile or ForeFlight Web. Administrators of multi-pilot ForeFlight accounts should create and publish aircraft profiles for their pilots to reduce the possibility of error. *Published* aircraft profiles can only be created and edited with ForeFlight Web.

1.1 Configuring Aircraft Profiles

To configure an aircraft profile using ForeFlight Mobile:

1. Tap **More** > **Aircraft**.
2. Select an aircraft from the list or tap the **[+]** button in the upper toolbar to create a new aircraft profile.
3. Fill out the aircraft's details as completely as possible.



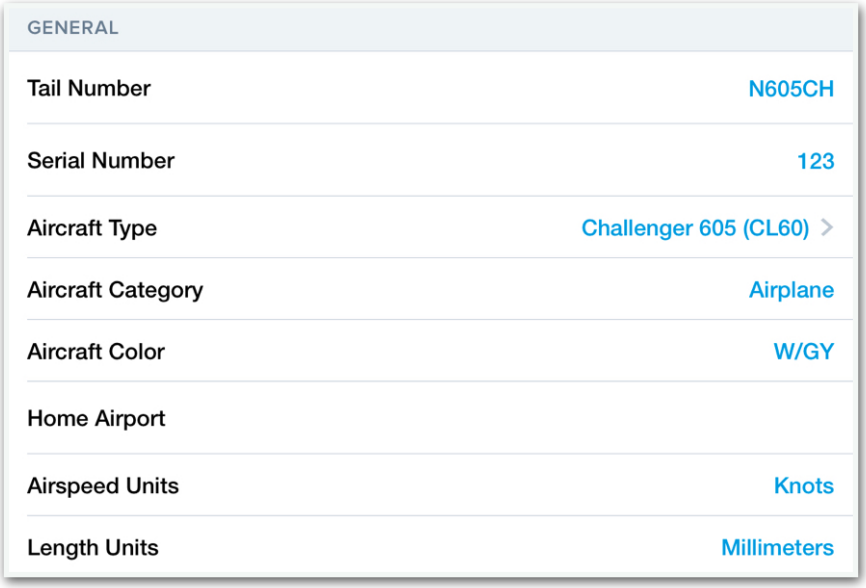
1. AIRCRAFT PROFILES

Aircraft details are grouped into sections. The sections which are relevant to filing are discussed below. Click the section name to skip to a particular section. For information regarding all aircraft profile sections, refer to the Pilot's Guide to ForeFlight Mobile available in-app by tapping **Documents** > **ForeFlight**.

- **General**
- **Performance**
- **Clearance Delivery**
- **Altitudes**
- **Fuel**
- **Dinghy**
- **Emergency**
- **Nav Canada**

1.2 General

The General section specifies basic information about the aircraft and must be complete in order to file flight plans. Descriptions for each field are listed below.



Aircraft General Section

- **Tail Number** should reflect the aircraft's full registration identifier, including the country code. Ex. N453BH, C227DE, XABAE. Use only letters and numbers in the Tail Number field.
- **Serial Number** is optional and can consist of only letters and numbers.

- **Aircraft Type** includes a built-in type code search engine. Enter the aircraft make, model, or ICAO type code in the search box. Scroll through the list to find your aircraft and select the appropriate type code (including applicable STCs or aircraft modification if applicable).

  If your aircraft is not yet assigned an ICAO type code, manually enter one of the following non-specific aircraft type codes:

  - ULAC - Micro/Ultra-Light Aircraft
  - BALL - Balloon
  - GLID - Glider
  - ZZZZ - Other (Aircraft Type must be specified in **Other Information**)
- **Aircraft Category** is a drop-down menu for specifying Airplane, Rotorcraft, or Other.
- **Aircraft Color** is defined by the majority color of the aircraft. Colors 2, 3, and 4 are optional and allow you to define up to three additional colors.
- **Home Airport** is a recommended field for search and rescue purposes but is not required for filing.
- **Airspeed Units** specifies whether the aircraft uses Knots or MPH for flight planning purposes.
- **Length Units** is used for weight and balance purposes and is not used for filing.

1.3 Performance

The Performance section specifies the aircraft's climb, cruise, descent, and runway performance. Performance Plus and Business Performance customers have access to manufacturer data-derived performance profiles.

ForeFlight Basic Plus, Pro Plus, and Business Pro customers must *create* a minimum of one basic performance profile to calculate flight time and fuel consumption. Flight planning results are copied to the flight plan filing form.

1.4 Clearance Delivery

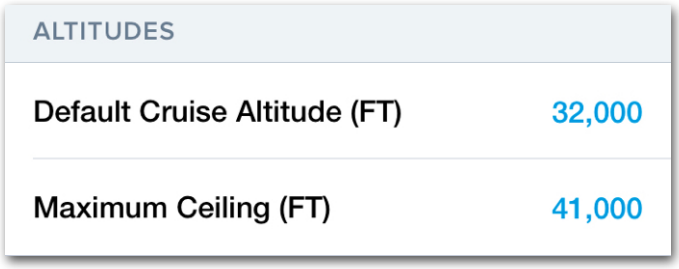
The Clearance Delivery section (only available on ForeFlight Web) depicts whether pre-departure clearance (PDC) is enabled for the aircraft. PDC allows pilots to receive IFR clearances and digital ATIS via text message and email. If PDC is not yet enabled, click **Enable** to start the process of obtaining PDC.

Note: PDC is enabled on a per tail basis. For more information, visit **www.foreflight.com/products/pdc**.

1.5 Altitudes

The *Altitudes* section sets the default cruise and maximum altitude for the aircraft. The Default Cruise Altitude specifies the altitude at which flight plans will be calculated if no other altitude is selected.

The Maximum Ceiling field sets the upper cut-off for the Altitude Advisor. Not entering a value for Maximum Ceiling may result in the Altitude Advisor returning results up to FL570.

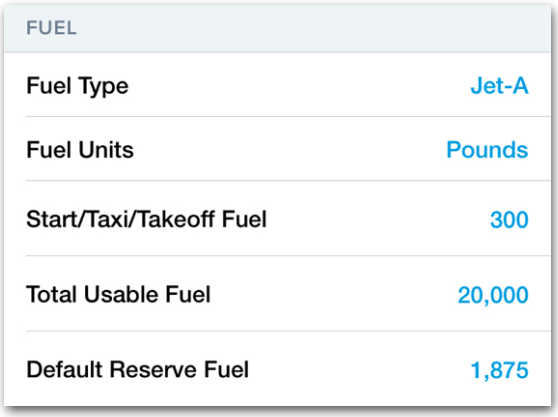


Altitude Section

1.6 Fuel

The Fuel section specifies the aircraft's fuel type, capacity, and consumption rate. Information from the fuel section is used to determine fuel aboard the aircraft for filing purposes.

- **Fuel Type** specifies that an aircraft uses 100LL, Jet-A, Jet-A+, or other fuel. The fuel type determines fuel weight based on the selected fuel's density.
- **Fuel Units** specifies the aircraft's fuel consumption format. Choose between Gallons (per hour), Pounds (per hour), Liters (per hour), or Kilograms (per hour).
- **Start/Taxi/Takeoff Fuel** specifies the amount of fuel your aircraft will consume during Start, Taxi, and Takeoff.



Fuel Section

- **Total Useable Fuel** is an auto-populated value and should be verified.
- **Default Reserve Fuel** is a user-specified amount of minimum fuel reserve.

1.7 Filing

See the **Filing Codes** chapter for additional information.

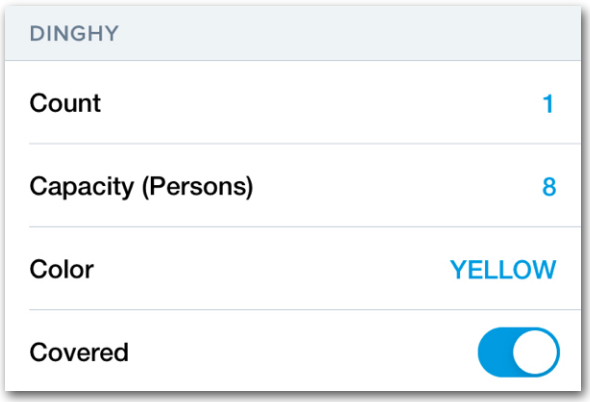
1.8 Dinghy

The Dinghy section specifies if a dinghy (life raft) is aboard the aircraft. If normally equipped with a dinghy, specify the number of dinghies, capacity, color, and if they are covered.

If you carry more than one dinghy, enter the *total* capacity of the dinghies combined (i.e., two 10-person dinghies = 20 Persons).

If a dinghy is not normally carried, but one is added for a one-time over-water flight, the dinghy can be added using the filing form without changing the aircraft profile.

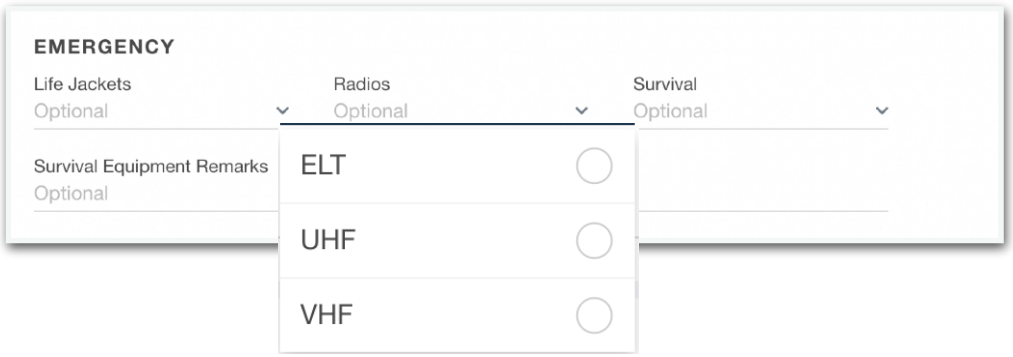
NOTE: If information is entered into one of the Dinghy fields, all Dinghy fields become required.



Dinghy Section

1.8 Emergency

The Emergency section specifies the type of emergency equipment onboard the aircraft. If your aircraft carries Life Jackets, Radios, or Survival gear, choose the appropriate equipment from the drop-down menus. Emergency equipment is copied from the aircraft profile to the ICAO filing form.



ForeFlight Web - Emergency Section

1.8.1 Life Jackets

- **Fluorescein** - Powder used to dye water (Sea dye).
- **Light** - Life preserver mounted light.
- **UHF** - Ultra-high frequency portable radio.
- **VHF** - Very-high frequency portable radio.

1.8.2 Radios

- **ELT** - Emergency Locator Transmitter equipped.
- **UHF** - Ultra-high frequency portable radio.
- **VHF** - Very-high frequency portable radio.

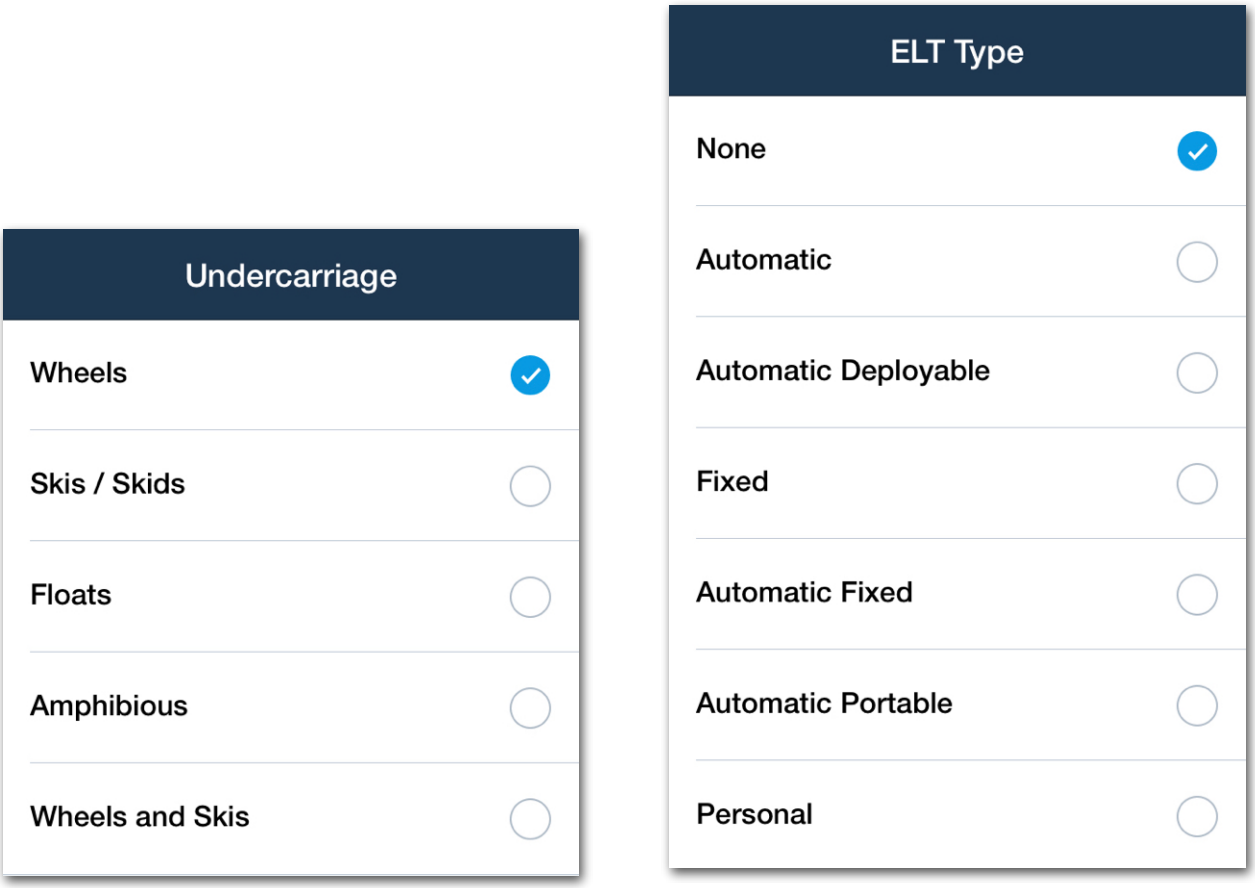
1.8.3 Survival

- **Desert** - Survival kit equipped for desert environments.
- **Jungle** - Survival kit equipped for jungle environments.
- **Maritime** - Survival kit equipped for maritime environments.
- **Polar** - Survival kit equipped for polar environments.

1.9 Nav Canada

The Nav Canada section depicts options for specifying the aircraft's Undercarriage and ELT type. This section is only visible to ForeFlight Canada subscribers. Nav Canada information is transmitted to the appropriate FIC when filing *VFR* flight plans in Canada.

ForeFlight subscribers without Canada coverage, can specify the information on the filing form when planning VFR flights in Canada. If an ELT is specified in the Emergency section, the ELT Type should be specified in the Nav Canada section.

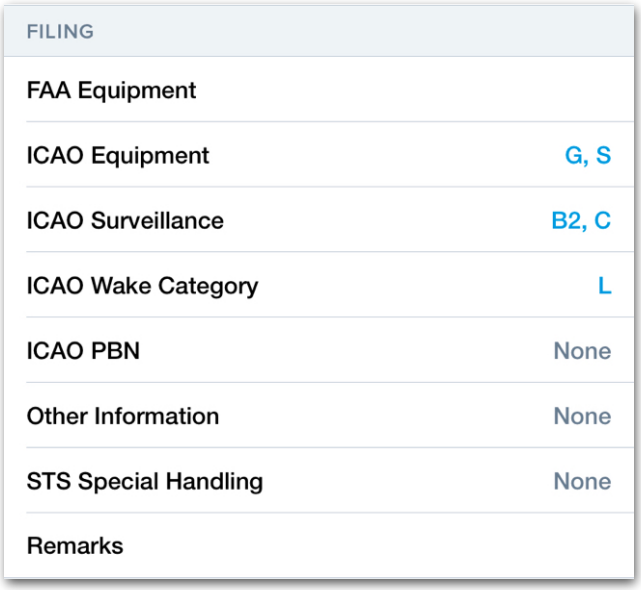


NavCanada Section

FILING INFORMATION

The Filing section of an aircraft profile defines the aircraft's communication and navigation capabilities, wake category class, and other special considerations for filing purposes. ATC references an aircraft's filing codes to determine what routes can be issued.

Filing codes are copied from the aircraft profile and can be edited on a per-flight basis if necessary.



Aircraft Profile Filing Section

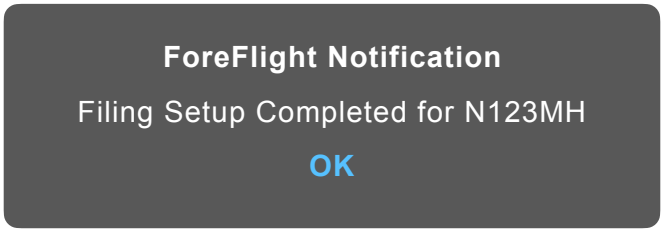
2.1 Automatic Setup

When creating an aircraft profile, fill out the Filing section as completely as possible. ForeFlight automatically verifies the completeness of the this section for every new aircraft profile. The following explanation will detail how this process works.

After an aircraft profile has been created, ForeFlight searches its filing database. This database includes flights filed with other services. If a flight plan from the filing database matches the tail number of your aircraft, ForeFlight copies any *missing* filing codes from the *latest* filed flight plan to your aircraft profile.

2. FILING INFORMATION

As depicted below, once the filing database query is complete and missing codes are added (if applicable), an in-app push notification and email are sent. The copied filing codes are included in the email and should be verified for accuracy.



Automatic Setup Push Notification

Greetings,

We have completed the setup necessary to file ICAO flight plans with N123MH. A summary of the equipment, surveillance, and PBN codes is provided below.

ICAO Equipment: S, D
ICAO Surveillance: B2, S
PBN Codes: None

You can make changes to this setup at any time by navigating to the aircraft profile in More > Aircraft, then scrolling to the filing section, or accessing your aircraft on our web application.

- Team ForeFlight

Automatic Setup Email

2.2 FAA Equipment Codes

All flight plans filed with ForeFlight are submitted using the ICAO filing form. The ICAO form uses ICAO equipment codes and not FAA equipment codes. As a result, it is not necessary to specify FAA equipment codes.

The ability to select FAA equipment will be removed from ForeFlight Mobile and ForeFlight Web in the future.

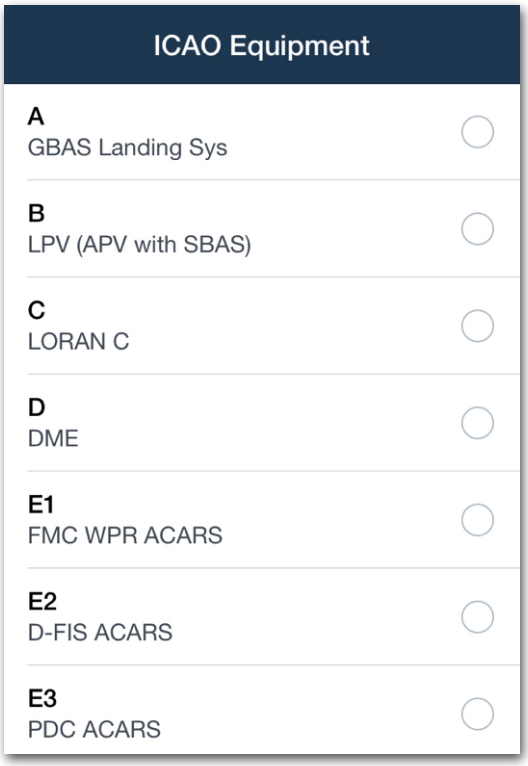
FAA Equipment Menu

2.3 ICAO Equipment Codes

ICAO equipment codes specify an aircraft's *navigation* and *communication* capabilities. Aircraft equipment which is *operational* and the flight crew is *authorized* to operate should be selected. If unfamiliar with a particular type of equipment, it should not be selected.

The ICAO Equipment Menu is sorted alphabetically with similar types of equipment grouped together.

Pilots are encouraged to review the information on the following pages for assistance with selecting the correct navigation and communication codes.



ICAO Equipment Menu

2.3.1 Navigation Equipment

There are fifteen potential navigation equipment codes. Most general aviation aircraft will select approximately four codes.

To assist with selecting the correct codes, this chapter divides navigation equipment into three sections. Equipment is grouped by the likelihood it would be found on a particular aircraft. The three sections are listed below.

- General - Navigation equipment most commonly found on general aviation aircraft.
- Advanced - Navigation equipment found on aircraft that meet performance based navigation (PBN) standards.
- Miscellaneous - Navigation equipment that does not meet either of the two above classifications.

To determine which codes apply to your aircraft, reference the section that is representative of your aircraft. For *communication* equipment code guidance, see the **Communication Equipment** section.

NOTE: All flight plans are submitted with the ICAO international filing form. It is *no longer* necessary to specify FAA equipment codes. When configuring an aircraft profile, specify the aircraft's equipment utilizing ICAO equipment codes in lieu of FAA equipment codes.

General Navigation Equipment

The table below contains navigation equipment often installed in general aviation aircraft. Select the codes for all navigation equipment which is installed, serviceable, and the crew is capable of flying.

General Navigation Equipment (most common)		
Code	**Equipment**	**Description**
B	LPV (APV with SBAS)	Aircraft is capable of flying an LPV approach. Localizer Precision Approach with Vertical Guidance based on Satellite Augmentation System (Requires WAAS GPS).
D	DME	Distance Measuring Equipment. *Not* equivalent to distance determined by GPS.
F	ADF	Automatic Direction Finder
G	GNSS	Global Navigation Satellite System (GPS)
S	Standard	ILS, VOR, and VHF Radio equipped. (Most aircraft should select this code)

Performance Based Navigation (PBN) (Advanced)

Performance-Based Navigation (PBN) is an *advanced* specification for describing how accurately an aircraft can navigate. Aircraft equipment and administrator approval determines the type of PBN an aircraft is authorized to fly.

If filing a flight plan with a PBN procedures (ex. RNAV SID/STAR), the aircraft must have the appropriate ICAO equipment and PBN code selected or the flight plan may be rejected.

If equipped and authorized, select ICAO Equipment code **R.** ICAO equipment code R must be selected if an ICAO PBN code is specified**.**

Specify the type of PBN your aircraft is capable of (ex. RNAV 1) using the ICAO PBN menu. For more information see the **Performance Based Navigation** section.

NOTE: Choose **N** (NIL) if no communication or navigation equipment for the route to be flown is carried, or if the equipment is unserviceable. Choose **S** (Standard) if the aircraft has a VHF radio, VOR, and ILS installed. If **S** is selected, it is not necessary to select codes **L** or **O**.

Miscellaneous Equipment

The table below contains navigation equipment not commonly installed or only installed on advanced aircraft.

Miscellaneous Equipment		
A	GBAS Landing Sys	Ground Based Augmentation System (GBAS) landing system. Only select this code if your aircraft is capable of conducting GLS approaches and authorization has been received from the administrator.
C	LORAN C	No longer used
I	Intertial Nav	System which uses gyroscopes, accelerometers, and sensors to calculate an aircraft's position, velocity, and orientation.
K	MLS	Microwave Landing System
L	ILS	Instrument Landing System. Common on many aircraft. Select if *not* also equipped with VOR and VHF radio.
O	VOR	Very High Frequency Ominidirectional Receiver. Common on many aircraft. Select if *not* also equipped with ILS and VHF radio.
T	TACAN	Tactical Air Navigation System (Military Use)
W	RVSM	Reduced vertical separation for aircraft flying between FL290 to FL410.
X	MNPS	Used to specify NAT HLA.
Z	Other	Code **Z** is required if information is entered in the NAV/, COM/, or DAT/ Other Information fields. Code Z is automatically selected when the information is entered.

2.3.2 Communication Equipment

There are 19 ICAO equipment codes to define an aircraft's communication capabilities. Most general aviation aircraft are only equipped with VHF radio, commonly specified by ICAO equipment code **S**.

To simplify code selection, this chapter has grouped equipment by communication technology. Those technologies are listed below.

- Radio
- Satellite (verbal)
- Data link

2.3.3 Radio communication

Most aircraft are equipped with a very-high frequency (VHF) radio (118 MHz to 136 MHz). Radios may be integrated into other equipment, such as a GPS navigator.

If the aircraft is equipped with a VHF radio, VOR, and ILS, the ICAO equipment code **S** should be selected in lieu of **V**. If the aircraft is equipped with a VHF radio but not an ILS and VOR, ICAO code **V** should be selected.

UHF radios operate on frequencies 225.0 MHZ – 399.95 MHz and are limited to military use.

Radios		
U	UHF RTF	Ultra High Frequency Radio (Military use).
V	VHF RTF	Very High Frequency Radio (Select **V** or **S**, but not both).
Y	VHF 8.33 spacing	Very High Frequency Radio with 8.33 kHz spacing between selectable frequencies (European Requirement).

2.3.4 Satellite communication (Verbal)

Aircraft equipped with satellite communication devices should select M1, M2, or M3 based on the network which they operate. Most general aviation aircraft are *not* equipped with satellite communication devices. Consult your aircraft's flight manual to determine which code to select.

Satellite Phones (SATCOM)		
Code	**Equipment**	**Provider**
M1	Air Traffic Control Radio Telephone (ATC RTF)	Inmarsat
M2	Air Traffic Control Radio Telephone (ATC RTF)	Multi-function (MTSAT)
M3	Air Traffic Control Radio Telephone (ATC RTF)	Iridium

2.3.5 Data Link

Data link communication equipment is divided into the two groups.

- Controller Pilot Data Link Communication (CPDLC).
- Aircraft Communications Addressing and Reporting System (ACARS).

Controller Pilot Data Link Communication (CPDLC)

CPDLC is a *digital* means of *communication* between controller and pilot. Messages from an aircraft to ATC may follow a standard format or may be free text. CPDLC equipment is generally only installed in business and transport category jets and can be further divided into the following groups.

- CPDLC Aeronautical Telecommunications Network (ATN).
- CPDLC Future Air Navigation System (FANS).
- CPDLC Required Communication Performance (RCP).

Aeronautical Telecommunications Network (ATN)

ATN is a form of CPDLC which is in limited use in Europe and not available in U.S. domestic airspace. The ATN system is terrestrial based and not available over oceanic and remote continental areas. Controller/Pilot datalink utilizing the aeronautical telecommunications network (ATN) on the very-high datalink frequency (VDL). VDL Mode 2 is the primary version of VDL.

CPDLC - Aeronautical Telecommunications Network (ATN)	
J1	CPDLC ATN VDL Mode 2

Future Air Navigation System (FANS)

Future Air Navigation Systems (FANS) is an avionics system that provides a direct data link between the pilot and the air traffic controllers. FANS messages can be transmitted over high frequency (HFDL), very high frequency (VDL), and satellite.

Note: Part 91 operators filing “J” codes for U.S. domestic data link services must have FAA data link authorization to file J5–J7 in oceanic and remote continental airspace.

CPDLC - Future Air Navigation Systems (FANS)	
J2	CPDLC FANS 1/A HFDL
J3	CPDLC FANS 1/A VDL Mode 4
J4	CPDLC FANS 1/A VDL Mode 2
J5	CPDLC FANS 1/A SATCOM (INMARSAT)
J6	CPDLC FANS 1/A SATCOM (MTSAT)
J7	CPDLC FANS 1/A SATCOM (Iridium)

Required Communication Performance (RCP)

CPDLC RCP is a specification for defining minimum communication transaction times. CPDLC RCP allows for reduced traffic separation requirements. Communication performance is represented by a designator (e.g., RCP 240 or RCP 400). The designator represents the time (seconds) after which the initiator is required to revert to an alternative procedure if an acknowledgment is not yet received.

CPDLC RCP		
P1	CPDLC RCP 400	CPDLC equipment with RCP expiration time of 400 seconds.
P2	CPDLC RCP 240	CPDLC equipment with RCP expiration time of 240 seconds.
P3	SATVOICE RCP 400	Satellite based CPDLC equipment with RCP expiration time of 400 seconds

Aircraft Communications Addressing and Reporting System (ACARS)

Aircraft Communications Addressing and Reporting System (ACARS) is a digital datalink system for transmission of short messages between the aircraft and ground stations via radio or satellite.

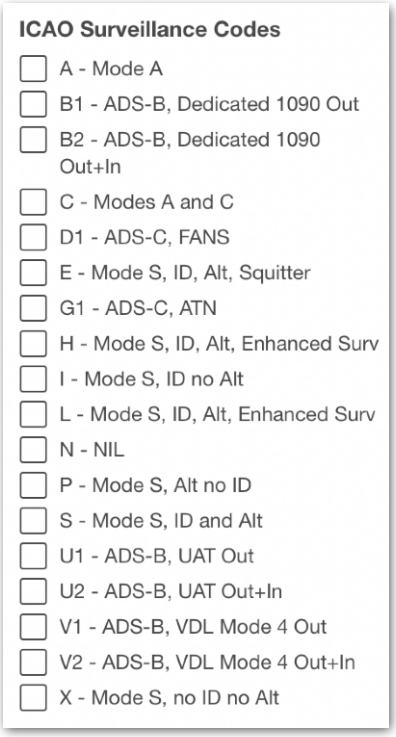
ACARS		
E1	FMC WPR ACARS	Flight Management Computer (FMC) capable of Waypoint Reporting (WPR) via ACARS.
E2	D-FIS ACARS	Weather information via ACARS.
E3	PDC ACARS	Pre Departure Clearance via ACARS

2.4 Surveillance Codes

ICAO surveillance codes specify the aircraft's surveillance capabilities (i.e., transponder).

The amount of data and method by which the transponder transmits information determines its surveillance code.

Aircraft without an operable transponder should select ICAO Surveillance code **N - NIL**.



2.4.1 Mode A and C Transponders

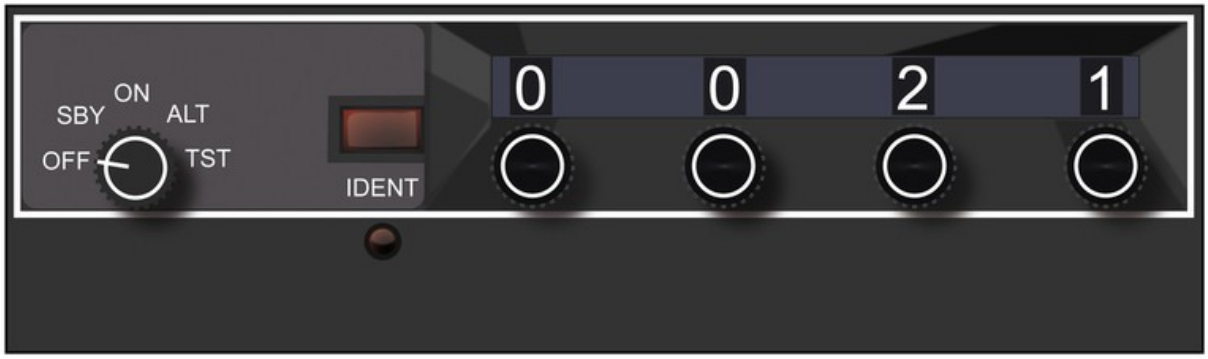
Mode A and C transponders require interrogation from ground radar stations in order to transmit data. Mode **A** transponders are capable of transmitting a discreet four-digit code when interrogated.

Mode A transponders can transmit one of 4,096 potentially unique codes.

Mode C Transponders

Mode **C** transponders transmit a discreet four-digit code *and* pressure altitude information when interrogated.

Mode C transponders often have a selectable ALT or Altitude transmit mode as seen in the image below. Aircraft equipped with an operable altitude encoding transponder should select ICAO Surveillance code C.



Mode C Transponder with Altitude Mode

2.4.2 Mode S Transponders

Mode S transponders are assigned a unique 24 bit ICAO Mode S code. Mode S transponders are able to be directly interrogated by Mode S radar sites. Mode S transponders transmit information without first needing to be interrogated by ground stations. The periodic transmission of aircraft information is referred to as a “squit”. There are seven different codes for specifying a Mode S transponder based on the information it broadcast. Refer to the table and information below for assistance with selecting the correct code.

Enhanced Surveillance (EHS)(Europe only)

Aircraft with integrated flight management systems (FMS) capable of transmitting additional information such as the aircraft’s *selected* altitude, roll angle, and track provide *Enhanced Surveillance* capabilities and should select ICAO surveillance code **H** or **L**. EHS should only be selected if the installation includes *all* of the required EHS data.

Extended Squitter

One of the key components of the 2020 FAA ADS-B mandate (14 CFR §91.225) is the requirement to automatically transmit information about the aircraft, including its position, position accuracy, and signal integrity. For specific performance requirements, refer to §91.227. A mode S transponder, which squits the *extended* information defined in §91.227, has extended squitter capabilities and should select ICAO surveillance code **E** or **L**.

Transponder Codes

This table depicts transponder capability per code.

Code	Aircraft Identification	Aircraft Altitude	Enhanced Surveillance	Extended Squitter
A	X			
C	X	X		
S	X	X		
P		X		
I	X			
X				
E	X	X		X
H	X	X	X	
L	X	X	X	X

Mode S

NOTE: If ADS-B equipped, you must also select the appropriate ADS-B code as outlined on the following page.

2.4.3 ADS-B Transponders

When operating internationally or above FL180, surveillance equipment must meet the performance requirements of TSO-C166b on the *1090MHz* frequency. If your aircraft operates internationally or above FL180 and meets ADS-B requirements, the appropriate code for your surveillance equipment should reflect a 1090ES (extended squitter) Mode S transponder (code **E** or **L**).

If operating below FL180 and domestically, surveillance equipment can meet ADS-B requirements as defined by TSO-C154c on the 978*MHz* Universal Access Transceiver (UAT) frequency. If your aircraft operates domestically below FL180 on the 978MHz UAT frequency, select the appropriate code for your transponder (any surveillance code in section 2.5) and the appropriate ADS-B code.

<table>
<tr><th colspan="5">ADS-B Surveillance Codes</th></tr>
<tr><th colspan="2">ADS-B OUT</th><td rowspan="4">Note: It is not possible to specify an ADS-B In capability without selecting ADS-B out</td><th colspan="2">ADS-B OUT + IN</th></tr>
<tr><td>B1</td><td>1090MHz</td><td>B2</td><td>1090MHz</td></tr>
<tr><td>U1</td><td>978MHz (UAT)</td><td>U2</td><td>978MHz (UAT)</td></tr>
<tr><td>V1</td><td>VDL Mode 4</td><td>V2</td><td>VDL Mode 4</td></tr>
<tr><td colspan="5">If Automatic Dependent Surveillance-Contract (ADS-C) equipped, also choose one or both of the following:</td></tr>
<tr><td>D1</td><td>ADS-C with FANS 1/A capability</td><td></td><td>G1</td><td>ADS-C with ATN capabilities</td></tr>
<tr><td colspan="5">ADS-C is generally only installed in aircraft which fly trans-oceanic routes</td></tr>
</table>

ADS-B Examples

If your aircraft is equipped with a 1090ES transponder, choose **B1.** If the aircraft also has the ability to receive the 1090MHz frequency, select code **B2** in addition to code **E** or **L**. If your aircraft is ADS-B Out and can receive both the 1090MHz and 978Mhz frequencies, choose the code representative of the transponder's *broadcast* (ADS-B out) frequency (i.e. 1090ES dual-band receivers should select code **B2**). If equipped with 1090MHz and 978MHz out and in transponders, select codes **B2** and **U2.**

NOTE: Portable ADS-B receivers do not meet ADS-B In requirements. As such, codes B2, U2, or V2 should only be selected for *installed* equipment.

2.4.4 Surveillance Codes by Transponder

The following tables list transponders commonly installed in aircraft and their respective ICAO surveillance code.

Non-ADS-B Transponders

Model	Surveillance Code
Garmin GTX330/33	S (H if EHS equipped)
Garmin GTX327	C
Honeywell Bendix King KT73	S
Honeywell Bendix King KT76A/76C	C

1090ES ADS-B Transponders (Mode S)

Model	Surveillance Codes
Appareo Stratus ESG	E, B1, and SUR/260B
Avidyne AXP322/AXP340	E, B1, and SUR/260B
Collins TDR-94-94D (501 and 502 only)	E, B1, and SUR/260B
Garmin G3000, G375	E, B2, and SUR/260B
Garmin GTX330ES/33ES, GTX335	E, B1, and SUR/260B
Garmin GTX345	E, B2, and SUR/260B
Honeywell Bendix King KT 74	E, B1, and SUR/260B
L3 Lynx NGT-9000	E, B2, and SUR/260B
Trig TT31	E, B1, and SUR/260B

978MHz UAT Transponders

Model	Surveillance Codes
FreeFlight Ranger 978 XVR with mode A/C	C, U2, and SUR/282B
FreeFlight Ranger Lite with mode A/C	C, U1, and SUR/282B
Garmin GDL82 with Mode A/C	C, U1, and SUR/282B
Garmin GDL88/84 with Mode A/C	C, U2, and SUR/282B
Garmin GDL88/84 with Mode S	S, U2, and SUR/282B
L3 Lynx NGT 1000	C, U1, and SUR/282B
L3 Lynx NGT- 2000/2500	C, U2, and SUR/282B
uAvionix Echo UAT	C, U2, and SUR/282B
uAvionix SkyBeacon	C, U1, and SUR/282B
uAvionix Tail Beacon	C, U1, and SUR/282B

2.5 Wake Category

The ICAO wake category is automatically populated and should be verified. Use the following table to verify the ICAO wake category.

Light	7,000 kg (15,500 lbs.) or less
Medium	7,001 kg up to 135,999 kg (15,501 lbs. to 299,999 lbs.)
Heavy	136,000 kg (300,000 lbs.) or more

Aircraft - ICAO Wake Categories

2.6 Performance-Based Navigation (PBN)

PBN is a specification for describing how accurately an aircraft can navigate. There are three components that define an aircraft's PBN code.

- Crew alerting capabilities
- Sensor accuracy
- Sensor type

Crew Alerting Capabilities

With regards to PBN alerting capabilities, there are two classifications:

- Minimum Area Navigation (*RNAV*)
- Required Navigation Performance (*RNP*)

RNP equipment alerts crew when the navigation system is incapable of assuring navigational accuracy and therefore, other means of navigation must be used or the operation must be aborted.

Sensor Accuracy

PBN equipment must assure the aircraft can navigate within some maximum *width* at least 95% of the time.

For example, for equipment to be certified as RNAV 2, the aircraft must be capable of remaining within 2 nm of the centerline 95% of the time.

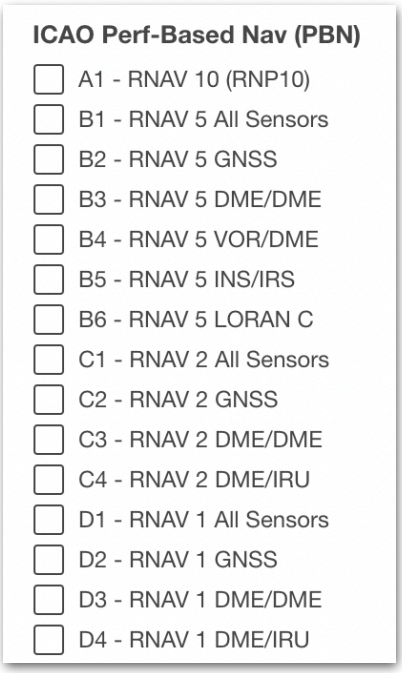
Sensor Types

There are multiple methods for determining an aircraft's position. RNAV equipment may rely on ground, satellite, onboard long-range systems, or a combination of all three. Each sensor type is briefly discussed below.

- **GNSS** (GPS) is a satellite-based system with which most pilots are familiar. GNSS can be used for navigation over land and long-range navigation over the oceans.
- **DME/DME** is a sophisticated RNAV system which simultaneously tunes and receives multiple DME ground stations to triangulate the current position of the aircraft.
- **Inertial Navigation** (INS/IRU) systems are based on precise measurement of accelerations to determine speed and direction. INS systems may be used for long-range oceanic navigation.
- **DME/DME/IRU** is based on an Inertial Navigation sensor in combination with a DME/DME sensor. With the DME/DME sensor input, the IRU is continuously corrected for drift when suitable DME reception is available.
- **VOR/DME** relies on the simultaneous reception of a colocated VOR and DME signal. The avionics computer receives the current radial and distance and calculates the course and distance to the waypoint.
- **LORAN** no longer supported.

2.6.1 PBN Codes

There are 24 codes for specifying an aircraft's PBN capabilities. A *maximum* of *eight* codes may be specified for any particular flight.



PBN Codes

PBN codes are specified using one letter and one number. The letter specifies the relevant RNAV or RNP performance navigation specification. The number describes either the sensor used to provide the capability or a sub-capability.

For example, **D** codes apply to the RNAV 1 specification with the associated number indicating the sensor type.

- **D4** indicates the sensor is DME/IRU
- **D3** indicates the sensor is DME/DME.
- **D2** indicates the sensor is GPS.
- **D1** indicates the aircraft is equipped with all the sensors.

Selecting PBN codes

When selecting PBN codes, specify the equipment's performance specification *and* sensor type. When a PBN code specifies a particular sensor (e.g., GNSS), the ICAO equipment code must also specify the sensor.

For example, **D2** represents the RNAV 1 performance specification using *GPS*. As a result, the ICAO equipment code **G** must also be specified. Inconsistencies between PBN sensor type and ICAO equipment will result in rejection of a flight plan.

IMPORTANT: The ICAO equipment field must reflect the selected PBN sensor types. When specifying PBN codes, the ICAO equipment field is automatically populated. For example, when selecting PBN code **D2** (sensor type GPS), the aircraft's ICAO equipment field is automatically populated with code **G** if not already selected.

2. FILING INFORMATION

The following table contains a brief explanation of the various PBN codes.

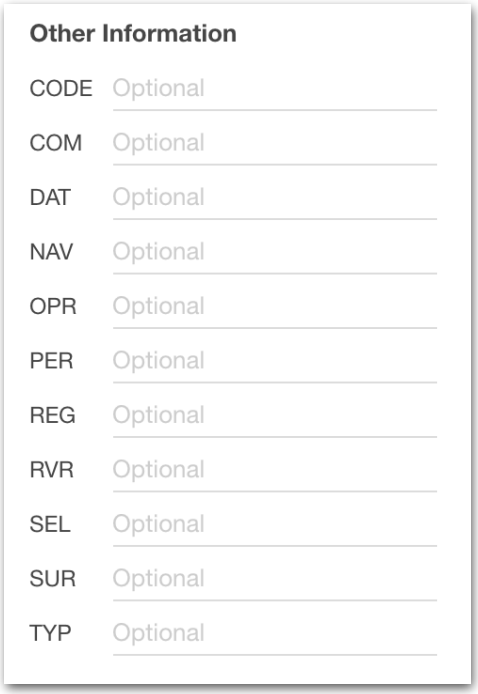
Code	Spec	Accuracy	Sensor Type	Notes
A1	RNAV	10	GNSS	Used for oceanic flight (administrator approval required).
B1	RNAV	5	All Sensors	In the US, GNSS equipment is assumed to meet RNAV 5 specifications. As a result, it's not required to select PBN code B2. RNAV 5 is required in Europe and is referred to as BRNAV (Basic RNAV). All sensors does not include Loran C.
B2	RNAV	5	GNSS	
B3	RNAV	5	DME/DME	
B4	RNAV	5	VOR/DME	
B5	RNAV	5	INS/IRS	
B6	RNAV	5	~~LORAN C~~	
C1	RNAV	2	All Sensors	Required for RNAV airways (T and Q routes). All GPS systems approved for IFR *enroute* and *terminal* operations qualify.
C2	RNAV	2	GNSS	
C3	RNAV	2	DME/DME	
C4	RNAV	2	DME/IRU	
D1	RNAV	1	All Sensors	Required for RNAV SID and STAR procedures. If an RNAV 1 code is not specified, ATC will reject flight plans that include RNAV SID/STAR procedures.
D2	RNAV	1	GNSS	
D3	RNAV	1	DME/DME	
D4	RNAV	1	DME/IRU	
L1	RNP	4	GNSS	Used for oceanic flights (administrator approval required).
O1	RNP	1	All Sensors	Required for some SID/STAR procedures, such as procedures with RF (Radius to Fix) legs.
O2	RNP	1	GNSS	
O3	RNP	1	DME/DME	
O4	RNP	1	DME/IRU	
S1	RNP	Approach	GNSS	RNAV(GPS) LNAV MDA capable
S2	RNP	App+ Baro	GNSS	RNAV(GPS) LNAV/VNAV capable
T1	RNP	Approach	GNSS	Required for RNAV (RNP) approach. Radius to Fix (RF) capable.
T2	RNP	Approach	GNSS	Authorized for RNP approaches without Radius to Fix (RF) segments.

2.7 Other Information

Other Information fields provide air traffic agencies with additional information not otherwise stated with ICAO codes alone.

Some flight plans automatically result in Other Information being added to the Flight Plan form.

Other Information fields are optional. Pilots flying in the U.S. are encouraged to specify **CODE** and **SUR** fields if applicable.



Other Information

2.7.1 CODE

CODE is a hexadecimal address (e.g. A519D9) assigned to an aircraft by the authority responsible for aircraft registration. An aircraft's code is uniquely associated with the registration value (ex. N number in the U.S.) and in many cases is broadcast by ADS-B Out systems.

By including a code, the association between your flight plan and your ADS-B Out is optimized. This reduces transponder code reassignment when you fly near another aircraft with the same assigned transponder code.

An aircraft's hexadecimal code can be located by searching the FAA Aircraft Registry at **faa.gov/aircraftinquiry/**.

2.7.2 SUR (Surveillance)

SUR indicates the ADS-B Out transponder is 2020 compliant. Entering a SUR code may result in improved routing. There are two possible values for the SUR field:

- 260B for 1090ES MHz transponders
- 282B for 978MHz UAT.

If equipped with an ADS-B out transponder, enter the appropriate code in the SUR field. Additional information can be found on the following page.

Other Information Definitions	
CODE	Aircraft Mode S hex address (e.g. A519D9)(Recommended).
COM	Communication capabilities not otherwise specified in the ICAO Equipment field.
DAT	Other data applications (See AC 90-117).
DLE	Delay or holding (at a fix). Insert the point(s) where the delay is to occur followed by the length of the delay in hours and minutes (hhmm) (e.g. KZLA0120). This field is processed (by FAA ATC computers) but not forwarded to ATC.
EET	Estimated Elapsed Time within an FIR boundary (e.g. KZNY0124).
NAV	Navigation capabilities not otherwise specified in the ICAO Equipment field.
OPR	Operator/Company Name
ORGN	Flight Plan Originator AFTN address or other appropriate contact details (e.g. KHOUARCW)(Not required by FAA).
PER	Performance Category (e.g. A)(Not required by FAA).
RALT	Four letter ICAO identifier for Enroute Alternates (e.g. EINN CYYR KDTW).
REG	Registration (ex. N123AB, CJABC, DABC) Must be entered to receive CPDLC messages. May be entered if different from aircraft identification entered on flight plan. If a call sign is used, the tail number from the aircraft profile is automatically copied to this field.
RIF	Route to revised destination (e.g. DTA HEC KLAX).
RVR	Runway Visual Range Requirement in Metres (EuroControl support).
SEL	SELCAL is a signaling method for HF equipment which alerts aircraft that a ground station wishes to communicate with it. Codes are assigned to aircraft operators and not to individual aircraft.
STAY INFO	Additional information for delays at a waypoint. Utilized in EuroControl airspace. See this **support article** for additional information.
SUR	Surveillance capability. For example, enter “260B” for 2020 ADS-B compliant 1090Mhz transceivers, “282B” for compliant 978UAT transceivers, or RSP180 for equipment meeting RSP performance standards.
TALT	Take-off Alternates (e.g. KTEB).
TYP	Non-standard aircraft type (e.g. homebuilt). Must provide type information if aircraft type is ZZZZ.

2.8 STS Special Handling

The STS Special Handling field specifies the special handling status for a flight. For example, aircraft conducting medical flights which require priority handling should select the STS Special Handling code **HOSP**.

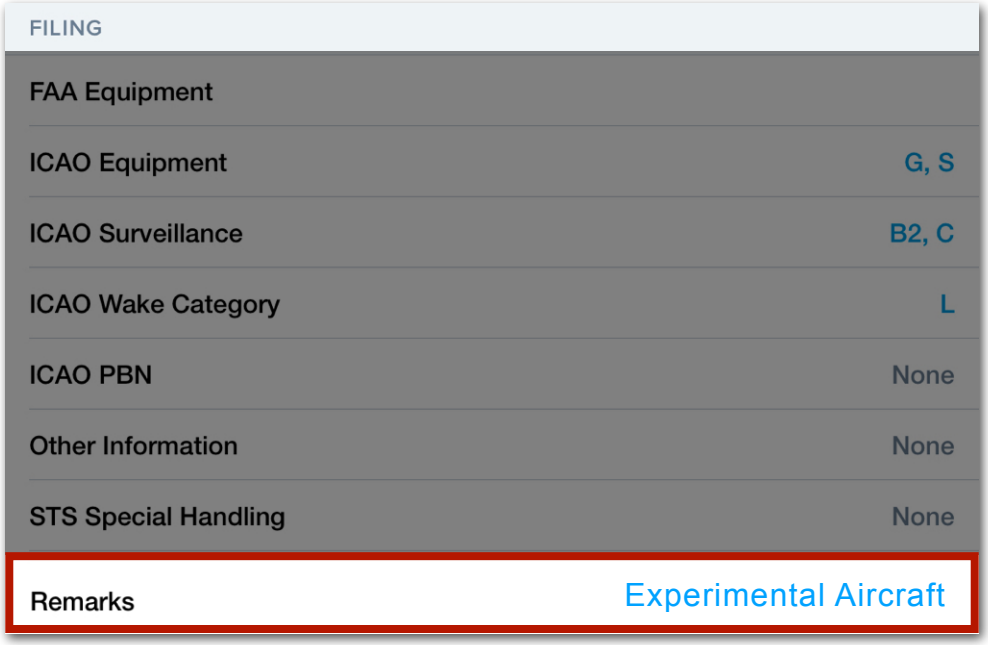
Special Handling codes specified on the aircraft profile will be copied to each flight plan for that aircraft. If special handling is not required for *every* flight, no code should be specified in the aircraft profile. Instead, the code can be specified on the **Filing Form** when needed.

STS Special Handling	
Altitude reservation (ALTRV)	A flight operated in accordance with an altitude reservation.
ATFM exempt (ATFMX)	A flight approved for exemption from ATFM measures by the appropriate ATS authority.
Firefighting (FFR)	Firefighting flight.
Flight check (FLTCK)	Flight check for calibration of navaids.
HAZMAT	A flight carrying hazardous material.
Head of States (HEAD)	A flight with Head of State status.
Medical flight (HOSP)	A medical flight declared by medical authorities.
Humanitarian (HUM)	A flight operating on a humanitarian mission.
Military separation (MARSA)	A flight for which a military entity assumes responsibility for separation of military aircraft.
Medical Evacuation (MEDEVAC)	A life-critical medical emergency evacuation.
Non-RVSM in RVSM (NONRVSM)	A non-RVSM capable flight intending to operate in RVSM airspace.
Search and rescue (SAR)	A flight engaged in a search and rescue mission.
Military/police (STATE)	A flight engaged in military, customs, or police services.

2.9 Remarks

The Remarks field supports alphanumeric characters and can be used to transmits remarks to ATC that are unique to the aircraft. For example, when filing an IFR flight plan with an experimental aircraft, notice to ATC of the aircraft's experimental nature may be required and can be communicated with this field.

Remarks entered in aircraft profile automatically appear on the Filing Form, field 18 (Other Information) of the ICAO flight plan form, and are transmitted to ATC.



Aircraft Profile Remarks

SUPPORTED NATIONS

ForeFlight supports *IFR* flight plan filing in most countries. VFR flight plan filing is supported in much of North America, South America, Australia, and Europe.

3.1 Special Authorization - Instrument Flight Rules (IFR)

Special authorization must be obtained before filing *IFR* flight plans in the nations listed below. Nations *not* listed in the table support IFR filing without special authorization. To obtain authorization, contact the filing team at **team@foreflight.com**.

Nations Requiring Authorization for IFR Flight Plan Filing			
Afghanistan	Jordan	Morocco	Solomon Islands
Andorra	Kazakhstan	Myanmar	South Korea
Bahrain	Kuwait	Nauru	Sri Lanka
Bangladesh	Kyrgyzstan	Nepal	Tajikistan
Bhutan	Laos	Oman	Thailand
Brunei	Lebanon	Pakistan	Timor-Leste
Cabo Verde	Libya	Papua New Guinea	Turkmenistan
Cambodia	Liechtenstein	Poland	United Arab Emirates
Canary Islands	Madagascar	Romania	Uzbekistan
China	Malaysia	Russia	Vietnam
Guadeloupe	Maldives	San Marino	Yemen
India	Male	Saudi Arabia	
Indonesia	Mauritius	Serbia	
Iran	Mongolia	Seychelles	North Korea (Not Supported)
Iraq	Montenegro	Singapore	Syria (Not Supported)

WARNING: ForeFlight transmits flight plans via the Aeronautical Fixed Telecommunication Network (AFTN) to the appropriate Flight Information Region. Transmission of a flight plan does not guarantee compliance with all local requirements or acceptance by the local Center ATC facility.

3.2 Supported Nations - Visual Flight Rules (VFR)

VFR flight plans are transmitted to the following countries.

VFR Filing Support			
Albania	Cyprus	Ireland	Paraguay
Antigua and Barbuda	Czech Republic	Israel	Peru
Argentina	Denmark	Italy	Pologne
Armenia	Dominica	Jamaica	Portugal
Australia	Dominican Republic	Latvia	Saint Kitts and Nevis
Austria	Ecuador	Lithuania	Saint Lucia
Azerbaijan	El Salvador	Luxembourg	Saint Vincent
Bahamas	Estonia	Malta	Slovakia
Barbados	Finland	Marshall Islands	Slovenia
Belarus	France	Mexico	South Africa
Belgique	Georgia	Micronesia	Suriname
Belgium	Germany	Moldova	Sweden
Belize	Greece	Monaco	Switzerland
Bosnia and Herzegovina	Greenland	Namibia	Trinidad and Tobago
Brazil	Grenada	Netherlands	Turkey
Bulgaria	Guatemala	Nicaragua	Ukraine
Canada	Guyana	North Macedonia	United Kingdom
Chile	Haiti	Norway	United States of America
Costa Rica	Honduras	Palau	Uruguay
Croatia	Hungary	Palestine State	Venezuela
Cuba	Iceland	Panama	

NOTE: VFR flight plans are submitted to agencies responsible for VFR Search and Rescue service. Responsible parties are specified in the country's Aeronautical Information Publication (AIP).

3.3 Supported Nations - Composite Flight Rules

Composite flight plans (VFR to IFR and IFR to VFR) can be filed with the following nations. When filing a composite plan in a nation for the first time, pilots are encouraged to verify with the appropriate governing agency that the flight plan was filed correctly as each country may have unique requirements.

When filing a composite flight plan, the flight plan is transmitted to the appropriate ATC facility for IFR purposes and FSS for VFR purposes.

Composite Filing Support		
Albania	Chile	Greenland
Argentina	Croatia	Iceland
Armenia	Cyprus	Ireland
Austria	Czech Republic	Latvia
Azerbaijan	Denmark	Lithuania
Belarus	Ecuador	Luxembourg
Belgique	Estonia	Netherlands
Belgium	Finland	Norway
Bosnia and Herzegovina	France	Pologne
Brazil	Georgia	Sweden
Bulgaria	Germany	United Kingdom
Canada	Greece	

NOTE: Composite flight plans are supported in the U.S. for military pilots filing with the DD-1801 form.

FLIGHT PLANNING

Filing a flight plan begins by planning a route between your departure and destination airports. Flights can be planned with ForeFlight Mobile or ForeFlight Web using the Maps or Flights pages. Pilots are encouraged to plan on the Maps page as it allows visualization of airspace, hazards, and weather along the route.

To plan a flight, manually enter a departure and destination airport into the flight plan editor or tap airports on the map and select **Add to Route**.

With departure and destination airports entered, use the **Route** and **Procedure** Advisor to specify the route for your flight. Alternatively, drag and drop the route line to build a custom route.

Once a route has been planned, send the route to the Flights page by tapping **Send To** > **Flights**. Sending a route to Flights *copies* all of the information from the flight plan editor with the *exception* of terminal approach procedures. Terminal approach procedures are not included in filed flight plans.

4.1 Planning with Flights

The Flights view is divided into two sections. The left half of the screen contains a list of all planned flights. The flight highlighted in blue is the selected flight, and its details are presented on the right side of the screen (see next page).

The right section of Flights depicts the flight in a planning form. The planning form includes a summary at the top of the view and buttons for generating a Navlog, obtaining a Briefing, attaching files, and viewing flight notifications. Attaching files to a flight requires a Performance Plus or Business Performance subscription.

Information on the Flights form can be manually entered or automatically populated by sending a route to Flights from the Maps page.

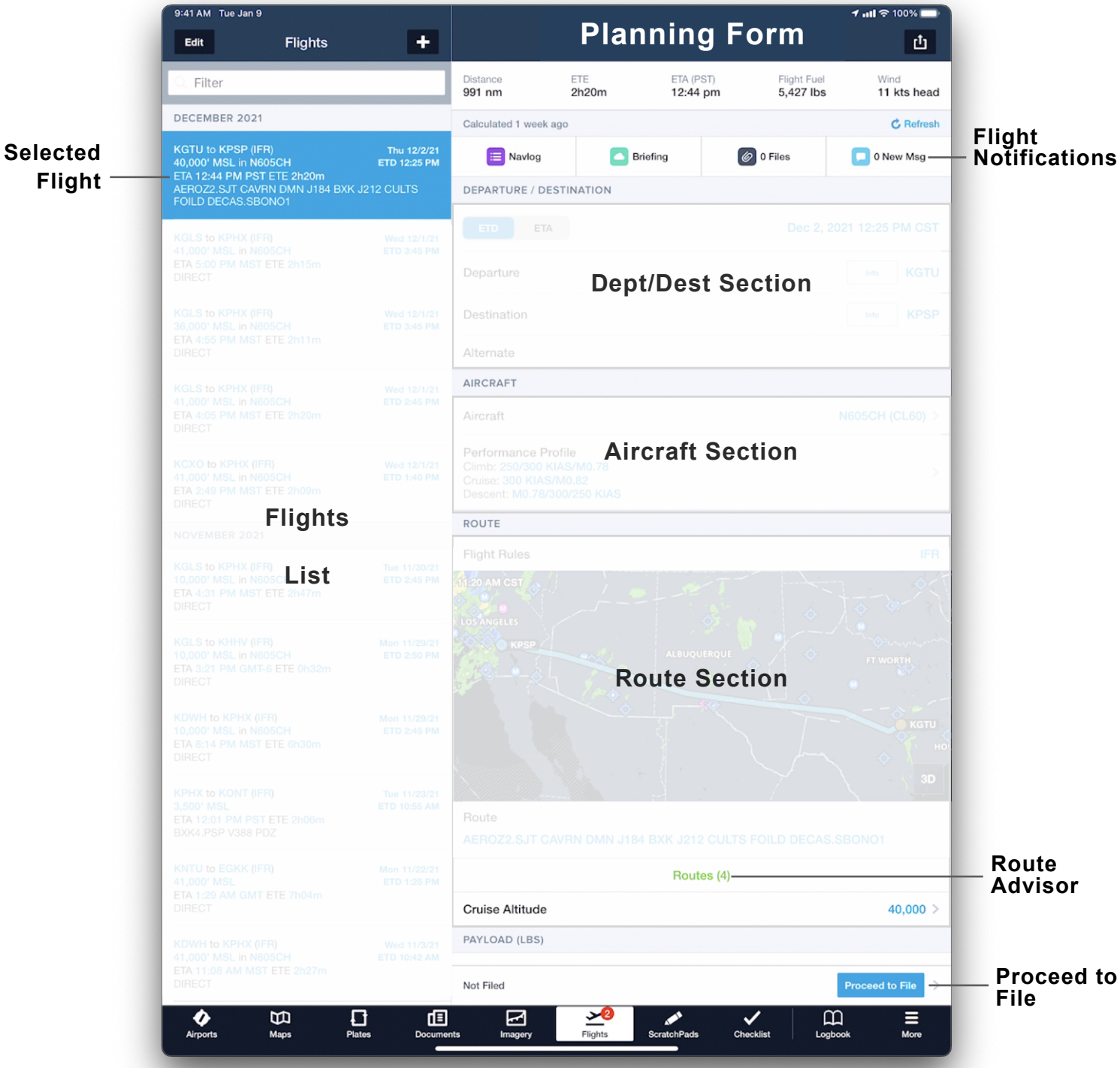
Review each field in the Flights form and edit as necessary. Once a flight has been reviewed, tap **Proceed to File** to copy the planning form information to the filing form.

When viewing the list of flights, you may wish to remove some. To remove a flight, swipe your finger from right to left across the entry and tap **Delete**. You can also tap **Delete Flight** at the bottom of the Flights page planning form.

NOTE: Deleting a *Filed* or *Activated* flight plan does *not* cancel or close the flight plan. Do not delete a flight plan that has been filed or activated without first canceling or closing it.

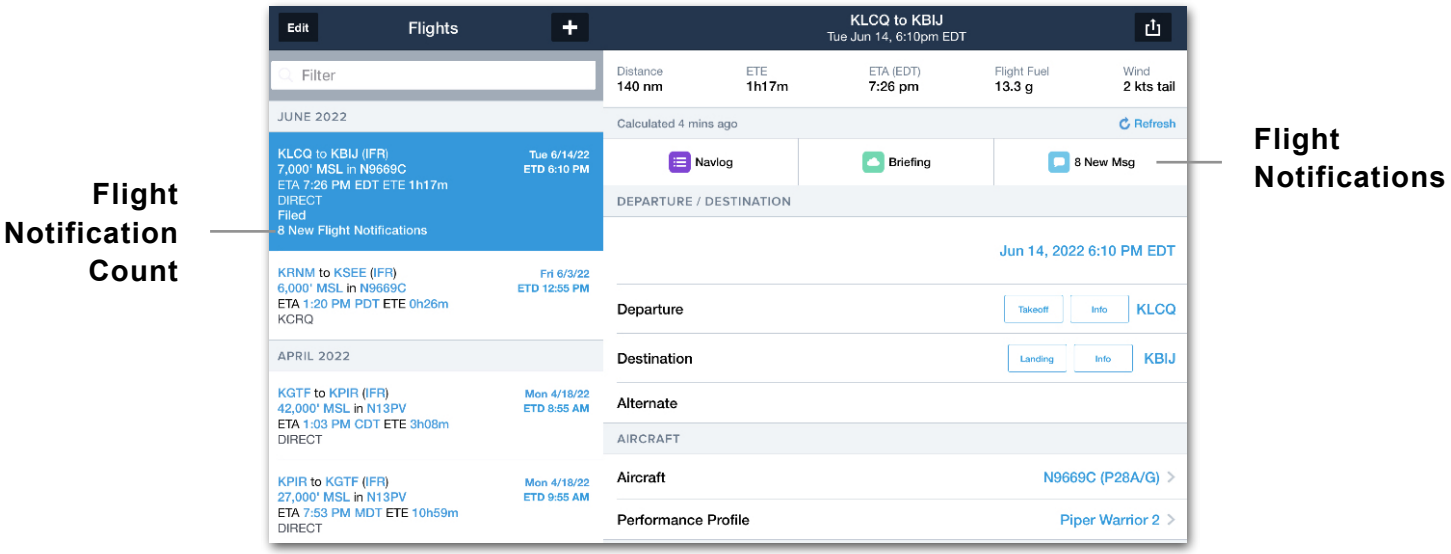
4.1.1 Flights View Layout

The image below depicts the Flights view layout.



4.1.2 Flight Notifications

Flight notifications provide hazardous condition details along your route of flight. Flight notifications are only available after filing a flight plan. When flight notifications are available, the number of notifications are depicted in **red** in the list view, as a badge on top of the Flights button in the navigation toolbar, and at the top of the flight plan form. Tap the **Messages** button to view flight notifications.



Flight Notification Types

Flight notifications are issued for the following hazardous conditions:

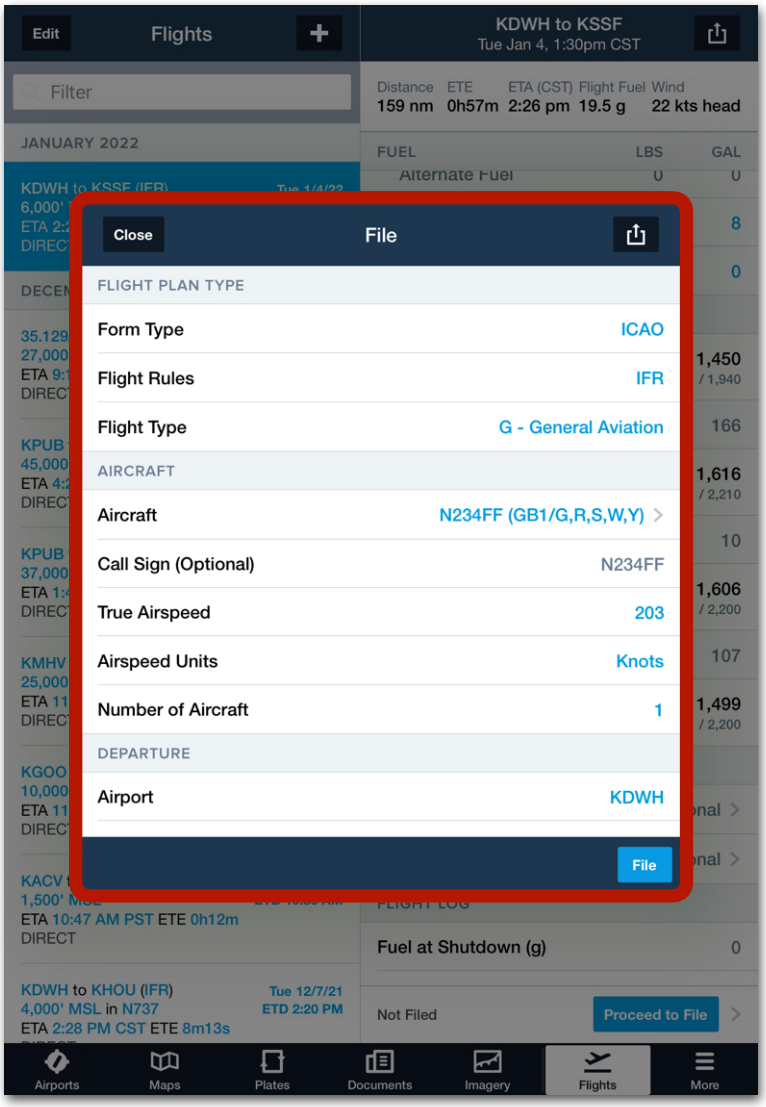
- Temporary Flight Restriction
- Runway or Airport Closure
- Unsafe NOTAMs
- Urgent PIREP
- SIGMETs
- Convective SIGMETs
- AIRMETs
- Center Weather Advisories
- Severe Weather Watches/ Warnings

Flight notifications are obtained from multiple sources, including Lockheed Martin's Adverse Conditions Alerting Service (ACAS). Flight notifications do not currently include flight plan messages (e.g., expected routes, expected departure clearance times). Flight notification count decreases as notifications are viewed. Tap the checkmark in the upper toolbar to mark all notifications as read.

FILING FORM

The Filing Form is automatically populated with information from the Flights view and aircraft profile. Display the Filing Form by tapping **Proceed to File**. The Filing Form is organized into the following sections. Click a section for more information.

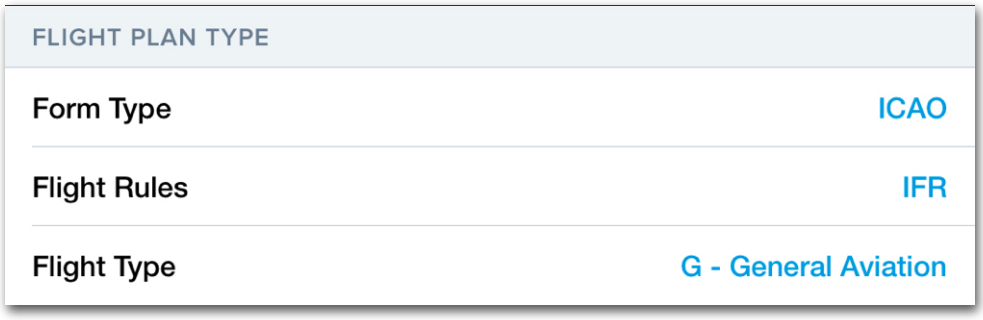
- **Flight Plan Type**
- **Aircraft**
- **Departure**
- **Enroute**
- **Remarks / Other Information**
- **Destination**
- **Dinghy**
- **Emergency**
- **Pilot**



Filing Form

5.1 Flight Plan Type

The Flight Plan Type specifies the Form Type, Flight Rules, and Flight Type.



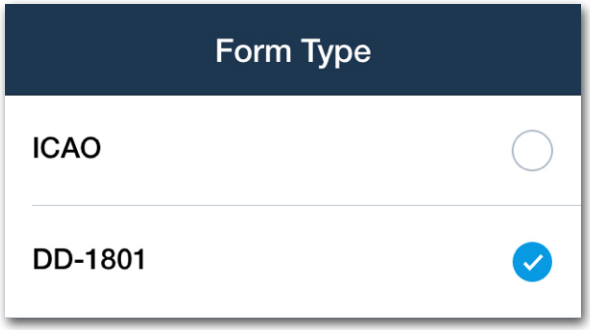
ForeFlight Mobile Flight Plan Type Section

5.1.1 Form Type

The **ICAO** filing form (FAA form 7233-4) is the *only* form available when filing with ForeFlight.

If filing with ForeFlight Military Flight Bag (MFB), the **DD-1801** filing form is available in addition to the ICAO form.

The **DD-1801** form is a modified ICAO filing form that accommodates military operations. For more information, see this section on the **DD-1801 Filing Form.**



Filing Form Options

5.1.2 Flight Rules

Specifying a flight rule is required when filing a flight plan. The initial flight rule selected on the filing form is determined by your cruise altitude, i.e., cruise altitudes of +500' are VFR by default. Flight rules can be edited on the Flights form or the filing form as necessary.

ForeFlight supports the following flight rules:

- IFR
- VFR
- VFR (DC SFRA) (USA only)
- DVFR (USA only)
- Y - IFR to VFR
- Z - VFR to IFR

NOTE: Refer to **Supported Nations** to determine if the nation you're filing in supports the flight rules you've selected.

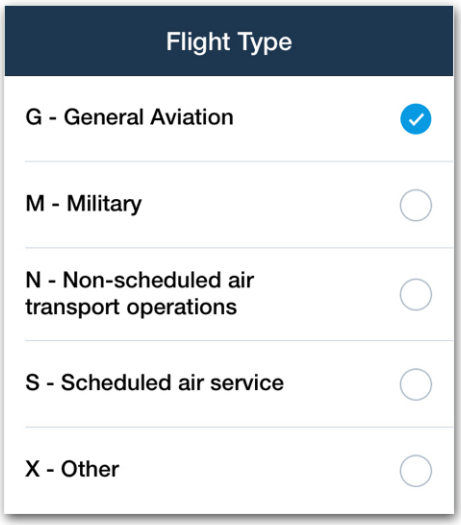
5.1.3 Flight Type

To file a flight plan, a flight type must be selected. Once a flight type is selected, it becomes the default for subsequent flights.

Military flight type is automatically selected when filing with the DD-1801 filing form.

Pilots flying commercially should select scheduled or non-scheduled air transport operations as appropriate.

If the flight does not meet one of the available options, select **X - Other**.

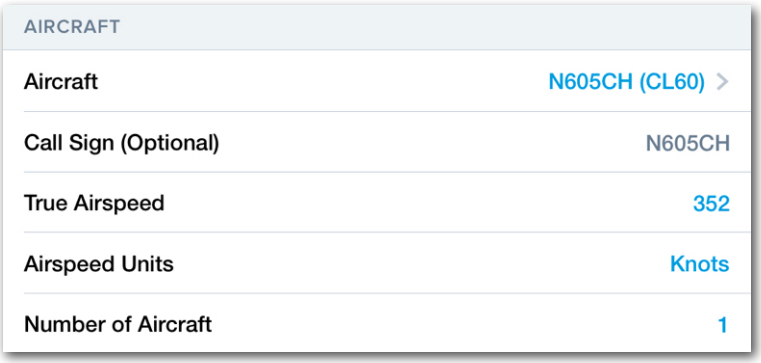


Flight Type Menu

5.2 Aircraft

The Aircraft section is automatically populated with the information from the Flights form. All fields within the aircraft section can be edited. If edits are necessary, it's recommended to make the edits on the Flights page. Selecting a different aircraft or performance profile on the Flights page will update the flight planning results.

Editing a field on the filing form does not update flight planning results nor the aircraft profile. Edits made on the filing form should only be made when the changes are temporary or only applicable to that flight.



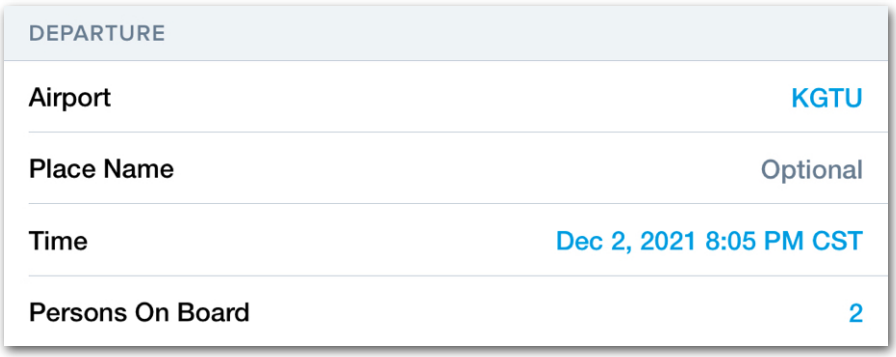
Filing Form Aircraft Section

The following fields are available in the aircraft section:

- **Aircraft** - Depicts the selected aircraft's tail number, type code, and ICAO equipment codes.
- **Call Sign (Optional)** - Only used when an aircraft has call sign authorization. Call sign supports seven alpha-numeric characters. Once a flight is filed with a call sign, subsequent flights retain the call sign when the same aircraft is selected. Adding a call sign copies the aircraft profile's tail number to Other Information **(field 18)**. If the aircraft's call sign is entered in tail number field, it is not necessary to enter a call sign on the filing form.
- **True Airspeed** - Automatically populated with the speed from the aircraft's selected performance profile.
- **Airspeed Units** - Automatically populated with the unit specified in the aircraft profile. Changing the airspeed unit on the filing form does not update the airspeed unit associated with the aircraft profile.
- **Number of Aircraft** - Specifies when there is more than one aircraft in the flight; indicate the number of aircraft up to 99.

5.3 Departure

The Departure section is automatically populated with information from the Flights form. Each field within the departure section is editable. Editing this section does not affect flight planning results.



ForeFlight Mobile Departure Section

5.3.1 Airport

When filing from a location that lacks an ICAO identifier (e.g., user waypoint, fix, nav facility, fix/radial/distance, latitude/longitude), ZZZZ is *automatically* entered into the **Flight Plan** destination field. The non-ICAO identifier is automatically entered in Other Information **field 18** preceded by DEST/.

5.3.2 Place Name

The Place Name field is an optional field that allows the departure location to be specified when the departure field is a set of latitude/longitude coordinates. This field is required for Canadian VFR/YFR/ZFR flight plans when the departure location is a latitude/longitude, and for flight plans where the departure location is an airport without an ICAO.

5.3.3 Time

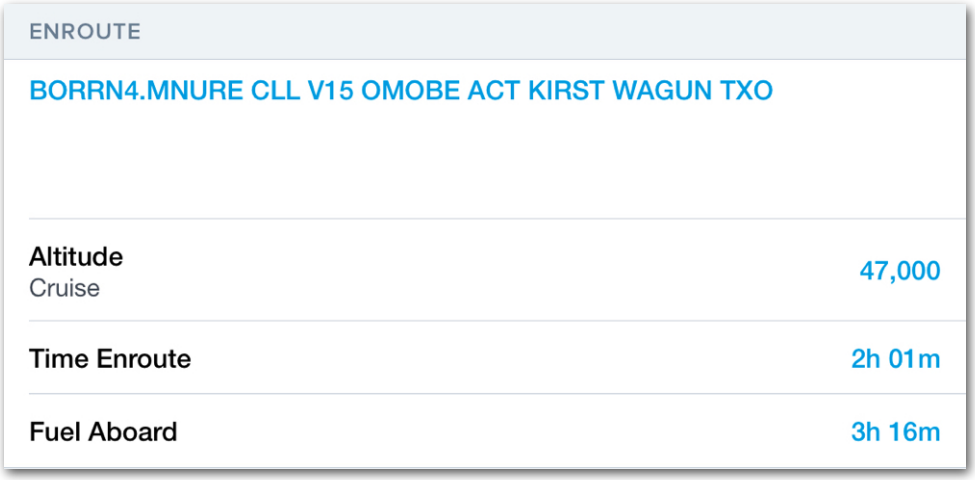
Automatically populated from the Flights page and can be edited on the filing form. Editing the time on the filing form does not affect flight planning results.

5.3.4 Persons On Board

The People field supports up to three digits. When filing with ForeFlight *Basic Plus* or *Pro Plus*, Persons On Board must be manually specified. When filing with ForeFlight *Performance-tier* plans, the number of *people* entered in the Payload section of the Flights form is copied to the filing form.

5.4 Enroute

The En route section contains the flight's route, planned cruise altitude, estimated time en route, and fuel.



Filing Form - Enroute Section

5.4.1 Route

The route field contains navaids, waypoints, airways, airports, and procedures that define the route. Each fix that defines a route is separated by a space. While the route can be manually entered, it is strongly encouraged to use the Route Advisor when planning a flight on the Maps or Flights pages. One invalid route element can result in a flight plan being rejected. Terminal approach procedures should not be included in the route section of a filed flight plan.

5.4.2 Altitude

Flight level *or* MSL altitude as determined by the ForeFlight Filing System. Altitude is copied to the filing form from the Flights page. Selecting a cruise altitude from the Flights page updates flight planning results with the forecasted wind impacts. Editing cruise altitude on the filing form does not update flight planning results using forecasted winds aloft information.

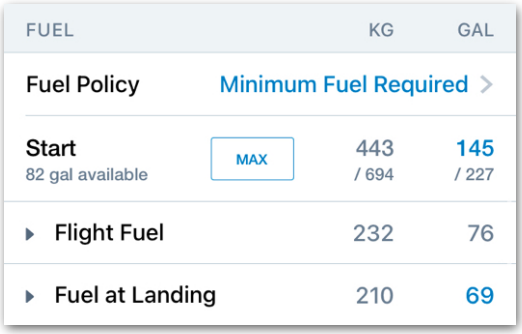
5.4.3 Time Enroute

Time en route is determined by the flight planning engine considering the route, forecasted winds, aircraft, and selected performance profile. Pilots filing VFR flight plans that want to prolong search and rescue services can manually adjust the time on the filing form to allow for en route deviations, traffic patterns, etc.

5.4.4 Fuel Aboard

When filing with ForeFlight *Basic Plus* or *Pro Plus*, fuel aboard must be manually specified in hours and minutes.

When filing with ForeFlight *Performance Plus*, fuel aboard is determined by the selected fuel policy. The amount of fuel specified in the Fuel Policy field is converted to an equivalent amount of time and copied to the filing form.

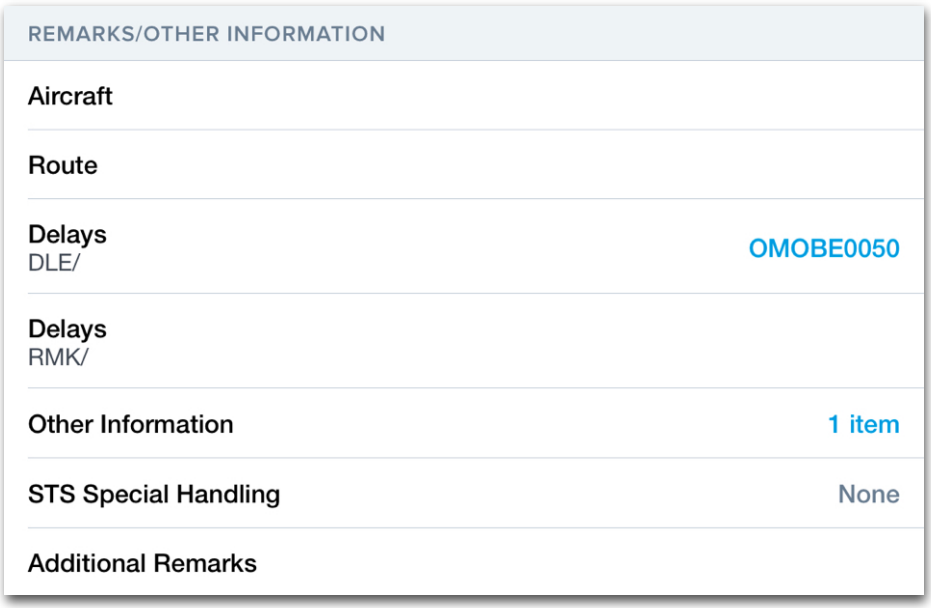


Fuel Section

5.5 Remarks /Other Information

The Remarks/Other Information section communicates remarks and other information to ATC. Most information from this section is copied to **field 18** (Other Information) of the Flight Plan form proceeded by RMK/.

Remarks should be concise. ATC generally only views remarks which are less than 20 characters. A maximum of 1,600 remark characters are supported per flight plan.



Remarks / Other Information Section

5.5.1 Aircraft Remarks

Aircraft remarks are copied from the **Aircraft Profile** and can be edited on a per-flight basis. Aircraft remarks support alphanumeric characters and can be used to transmits remarks to ATC that are unique to the aircraft.

5.5.2 Route Remarks

Route remarks are copied to the Route section of the ICAO flight plan form for Military Flight Bag (MFB) users . All non-MFB accounts can enter route remarks, however they are *not* transmitted to ATC.

5.5.3 Delays

When planning with a Performance-tier account, users can add a delay (or stay) with the FPL route editor. When a delay (or stay) is added using this method, the Filing Form adds a Delay remarks field.

5.5.4 Other Information

Other Information communicates information about the items that are specified on the **aircraft profile**. Additionally, some flight planning actions will result in other information automatically being added to the ICAO flight plan form.

For example, when filing to or from a location that is not an airport with an identifier, ZZZZ is entered in the destination or departure airport field as appropriate, and coordinates are automatically added to Other Information field.

5.5.5 STS Special Handling

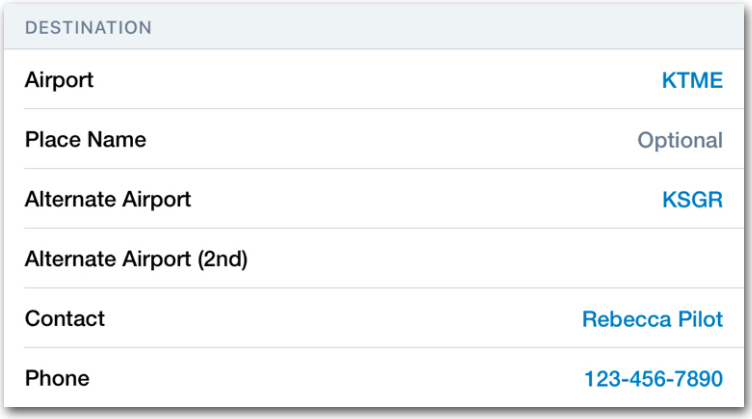
Flights requiring special handling services should select the appropriate code for the flight. Once a special handling code is selected, it is retained for subsequent flights. If a flight no longer requires special handling, ensure the code is deselected. Refer to the aircraft configuration **STS Special Handling** section for additional information.

5.5.6 Additional Remarks

The Additional Remarks section accepts alphanumeric characters and can be used to transmit remarks not otherwise stated.

5.6 Destination

The Destination section lists the airport and contact information for the destination, as well as one or more alternate destinations.



Filing Form - Destination Section

5.6.1 Airport

The airport field is copied from the Flights form. When filing to a published airport, heliport, glider port, or ballon port, the four-character ICAO identifier for the destination is used.

When filing to destination which is not a four character ICAO identifier (non-ICAO identifier, user waypoint, fix, nav facility, fix/radial/distance, latitude/longitude), ZZZZ is *automatically* entered into the destination airdrome field on the Flight Plan form. The non-ICAO identifier (ex. 60J, FLUKI, CLT, CLT360010, 3502N08102W) is automatically entered in Other Information **field 18** proceeded by DEST/.

5.6.2 Place Name

Place name allows the destination location to be specified when the destination field is a latitude/longitude. Place name is required for Canadian VFR/YFR/ZFR flight plans when the destination location is a latitude/longitude, and for flight plans where the departure location is an airport without an ICAO, IATA, or other short-code identifier. Place name is added to Other Information **field 18** (e.g. Lake Conroe, Union Gap, Mountain Spring Reservoir).

5.6.3 Alternate Airport

ForeFlight permits two alternate destination airports on the filing form. The primary alternate airport can be copied from the Flights form or manually entered.

5.6.4 Alternate Airport (2nd)

The 2nd alternate airport can only be entered on the filing form. A primary alternate airport must be specified before a 2nd alternate airport is specified. Note: The FAA does not support the use of a second alternate airport.

5.6.5 Contact

The contact field supports alphanumeric characters. Contact information is copied to Flight Plan form **field 19** (N/ Remarks). The person or organization which should be contacted if the aircraft is unaccounted for should be entered in the contact field. This field is required for Canadian flights and should not be the name of a person on board the flight.

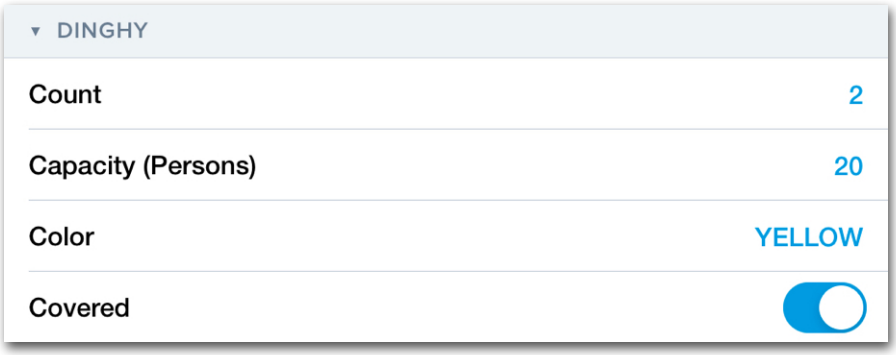
5.6.6 Phone

The phone field is the phone number where the contact can be reached at. This field is required for Canadian flights and should not be the name or phone number of a person on board the flight.

5.7 Dinghy

The dinghy section is automatically populated with information from the **aircraft profile**. The Dinghy section specifies the type, capacity, and color of any dinghies carried onboard the aircraft. If you have more than one dinghy, enter the count, total capacity (i.e., 2, 10-person dinghies = 20 Persons), and color.

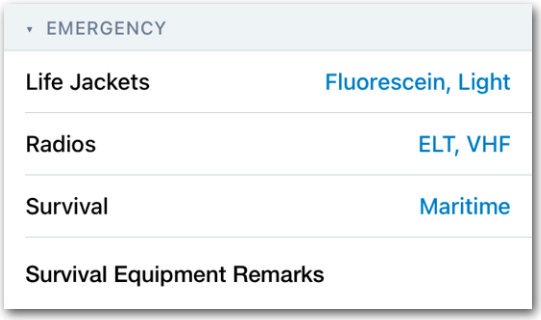
If a dingy is carried on board an aircraft for a specific flight, edit the dinghy section as appropriate using the filing form. If the dinghy is always carried on board the aircraft, edit the aircraft profile so that subsequent flights are automatically populated with the correct information. Information from the Dinghy section is copied to Flight Plan form **field 19**.



Filing Form Dinghy Section

5.8 Emergency

The Emergency section is automatically populated with information from the **aircraft profile**. The emergency section specifies the type of emergency equipment on board the aircraft. If your aircraft carries Life Jackets, Radios, or Survival gear, choose the appropriate equipment from the drop-down menus. Emergency equipment is copied to the Flight Plan form (field 19).



Filing Form Emergency Section

5.9 Pilot

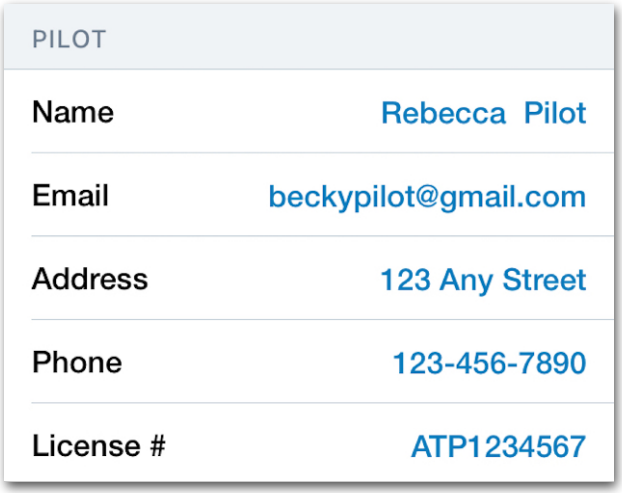
The Pilot section contains contact information for the pilot. The pilot's name, email address, and phone number are auto-populated with contact information from the Accounts view. Select **More** > **Accounts** to edit contact information.

When contact information is added or edited on the flight plan form, the updated information is copied to new flights. Contact information is affiliated with the selected aircraft profile. As a result, it's possible to have different contact information for various aircraft. Contact information is copied from the most recent flight to the new flight.

5.9.1 Copying Pilot Information

Pilot contact information is sometimes copied to new flights. In order for the contact information to be automatically copied, the following criteria must be met:

- A Filing Form was generated by tapping **Proceed to File**. That filing form has pilot details entered and the flight has not been deleted.
- A new flight is generated using the same aircraft as the flight discussed above.



Filing Form Pilot Section

Email

The email address field specifies where to send filing-related emails. Flight plan summary emails are sent to the address associated with the ForeFlight account and any addresses manually entered on the filing form.

Filing confirmation and expected route emails are sent to the addresses entered on the filing form. Multiple email addresses can be entered provided a comma separates them.

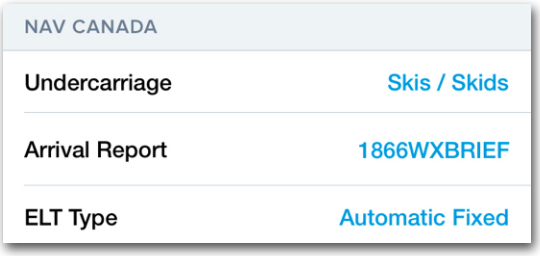
Address/Phone/License

The pilot's address (optional), phone number (required by ForeFlight), and license number (optional) are copied to the Flight Plan form **field 19**.

NOTE: Field 19 of the flight plan form contains *supplemental* information and is *not* automatically submitted to ATC unless requested by the agency.

5.10 Nav Canada

When filing *VFR* in Canada, the Nav Canada section is depicted. Nav Canada depicts options for specifying the aircraft's Undercarriage and ELT Type. The Arrival Report (required) specifies the contact information (FIR, FIC, FSS) where the arrival report will be submitted after landing.



Nav Canada Section

5.11 DD-1801 Filing Form

The DD-1801 form contains additional fields for military operations. The form can be emailed to base operations, filed with ATC, or both.

5.11.1 Notifying Base Operations

When filing with the DD-1801 form, the flight plan is *not* submitted to ATC. By default, DD-1801 forms are *only* emailed to base operations. When a DD-1801 form is sent to base operations, the filing form is submitted by tapping **Notify**.

When base operations is *notified* of a flight plan, it's incumbent upon base ops to file the flight plan with ATC (if necessary). Base operation email addresses are entered in the Pilot In Command section of the filing form.

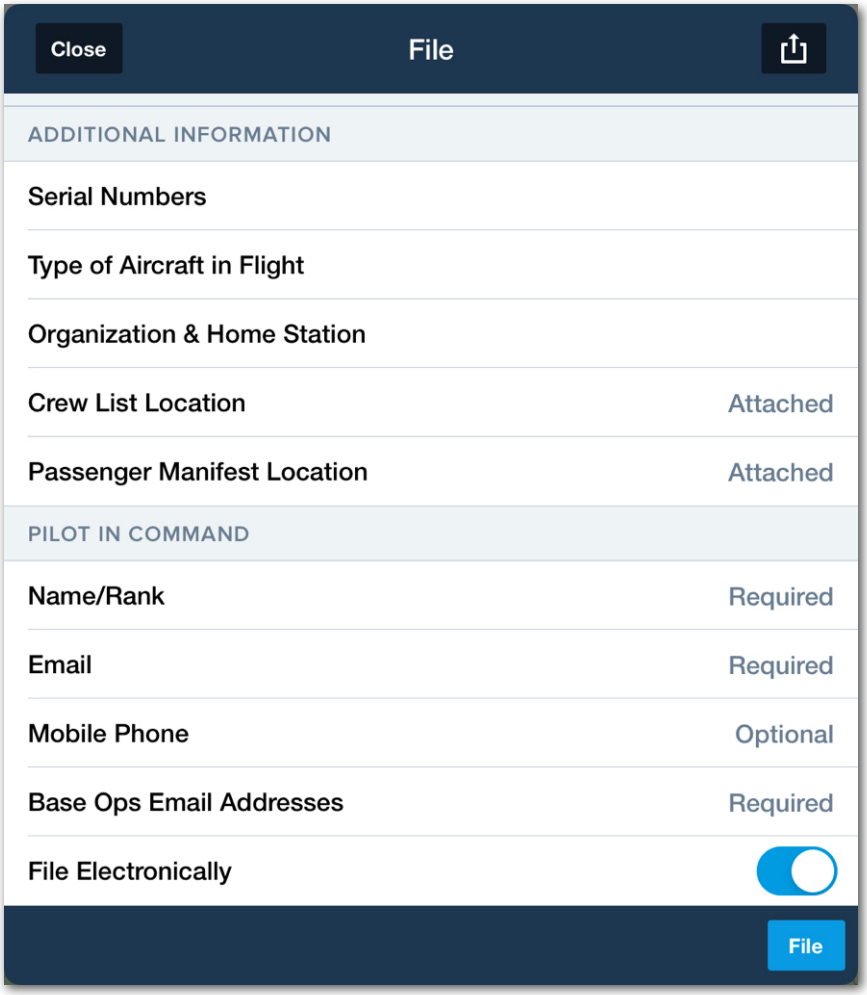
5.11.2 Filing Electronically

To submit a DD-1801 (flight plan) form to ATC, enable the **File Electronically** option in the Pilot in Command section.

When File Electronically is *enabled*, flight plans are transmitted to ATC *and* forwarded to the base operation email addresses entered on the filing form.

To add multiple Base Ops recipients, separate email addresses with a comma. When DD-1801 is sent to ATC, the filing form is submitted by tapping **File**.

When filing VFR or composite flight plans, base operations is responsible for VFR search and rescue services and the VFR flight plan is not submitted to FSS or ATC.



DD-1801 Filing Form

5.11.3 DD-1801 Additional Fields

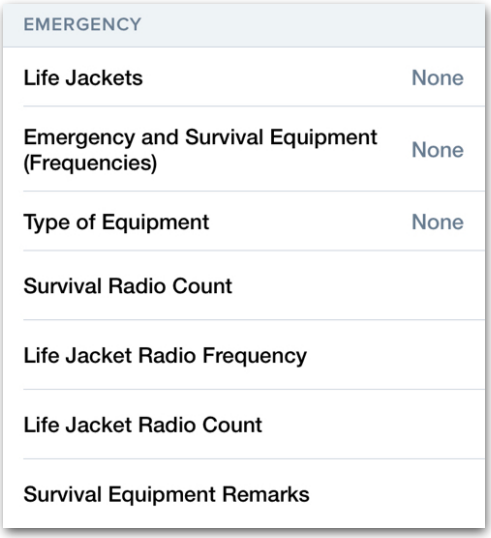
The DD-1801 form contains additional fields for military operations. The additional fields are listed below in the order they appear in the filing form.

- Route Remarks supports alphanumeric characters and is copied to the *Route* section of the DD-1801 flight plan form.
- SAR Contact supports alphanumeric characters and is copied to the *Remarks* section of the DD-1801 flight plan form.
- Dinghy Remarks supports alphanumeric characters and is copied to the *Dinghy RMK/* section of the DD-1801 flight plan form.

Emergency

The DD-1801 Emergency section displays additional options for Life Jackets, Survival Radios, Survival Equipment, and Equipment Count.

Use this section to specify the Emergency equipment typically onboard the aircraft. Emergency equipment is copied from the aircraft profile to the Emergency and Survival Equipment section of the DD-1801 flight plan form.



MFB Emergency Section

Emergency and Survival Equipment

- 121.5 VHF Emergency Frequency (Civilian)
- 243 UHF Emergency Frequency (Military/Civilian)
- 500 International Morse code distress maritime communication
- 8364 International lifeboat, life raft, and survival (HF)

Type of Equipment

- Desert - Survival kit equipped for desert environments
- Jungle - Survival kit equipped for jungle environments
- Maritime - Survival kit equipped for maritime environments
- Polar - Survival kit equipped for polar environments
- Global - Survival kit equipped for all environments

Survival Radio Count

Enter a number between 1-9999, representing the total number of survival radios typically carried on board the aircraft.

Life Jacket Radio Frequency

Enter the radio frequency for life jacket emergency radios.

Life Jacket Radio Count

Enter a number between 1-999, representing the total number of life jacket radios typically carried on board the aircraft.

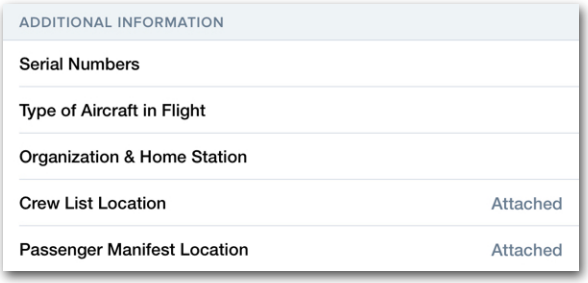
Survival Equipment Remarks

Survival Equipment Remarks supports alphanumeric characters and is copied to the Remarks section of the DD-1801 flight plan form.

Additional Information

The Additional Information section depicts fields for specifying serial numbers, aircraft type, home station, and location of crew and passenger manifests.

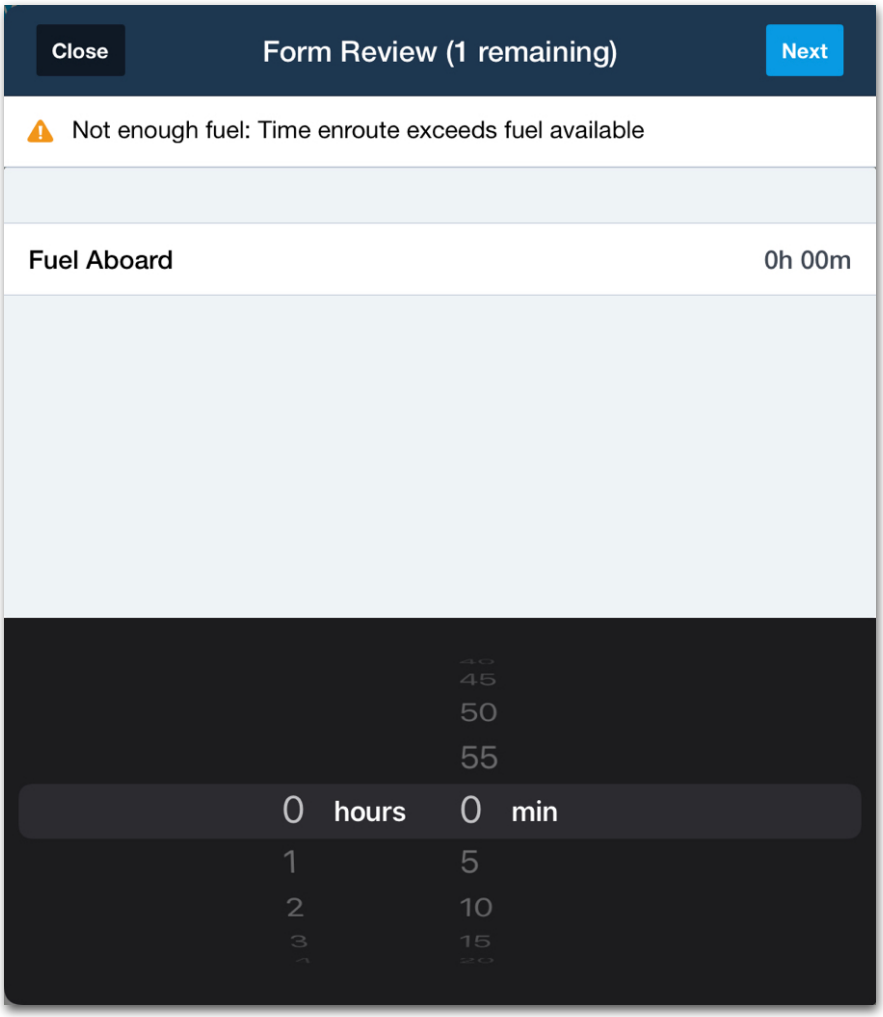
Each field supports alphanumeric characters and is copied to the DD-1801 flight plan form.



DD-1801 Additional Information

5.12 Missing Fields

If attempting to file a flight plan with missing *required* fields, a pop-up notification appears with the missing field and provides a method for entering the information. If your flight plan has missing fields, pilot are encouraged to review their *entire* aircraft profile and *flights* form to ensure they're completed as thoroughly as possible.

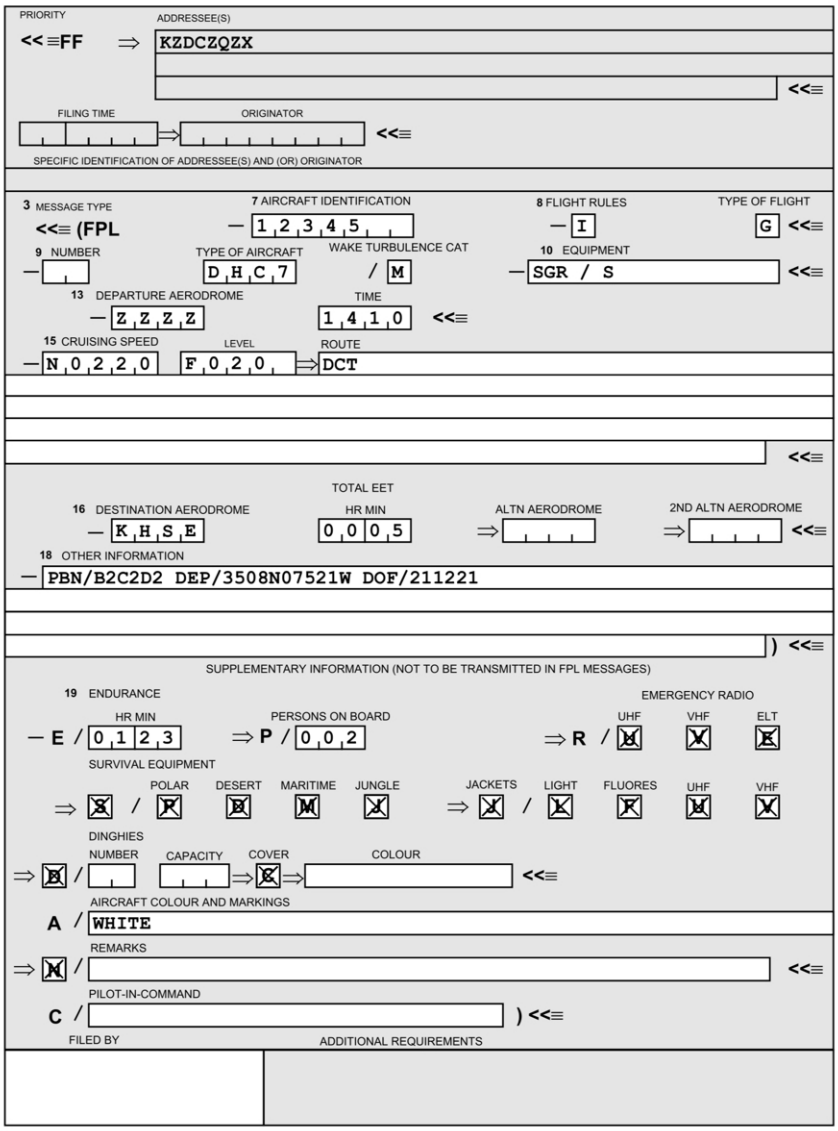


Missing Field Pop-Up Notification

ICAO FLIGHT PLAN FORM

The ICAO Flight Plan form is a PDF read-only file that can be shared via mail or text message. The PDF Flight Plan form can only be generated with ForeFlight Mobile. The form can be printed, saved to ForeFlight, and copied to other apps.

The Flight Plan form is digitally transmitted to air traffic service facilities when filing. Facilities that receive the flight plan form are listed on the top row in the addressee(s) field. Addressee(s) are automatically populated based on departure location. When filing electronically, only the *required* fields are transmitted to ATC. Each field is described later in this chapter.

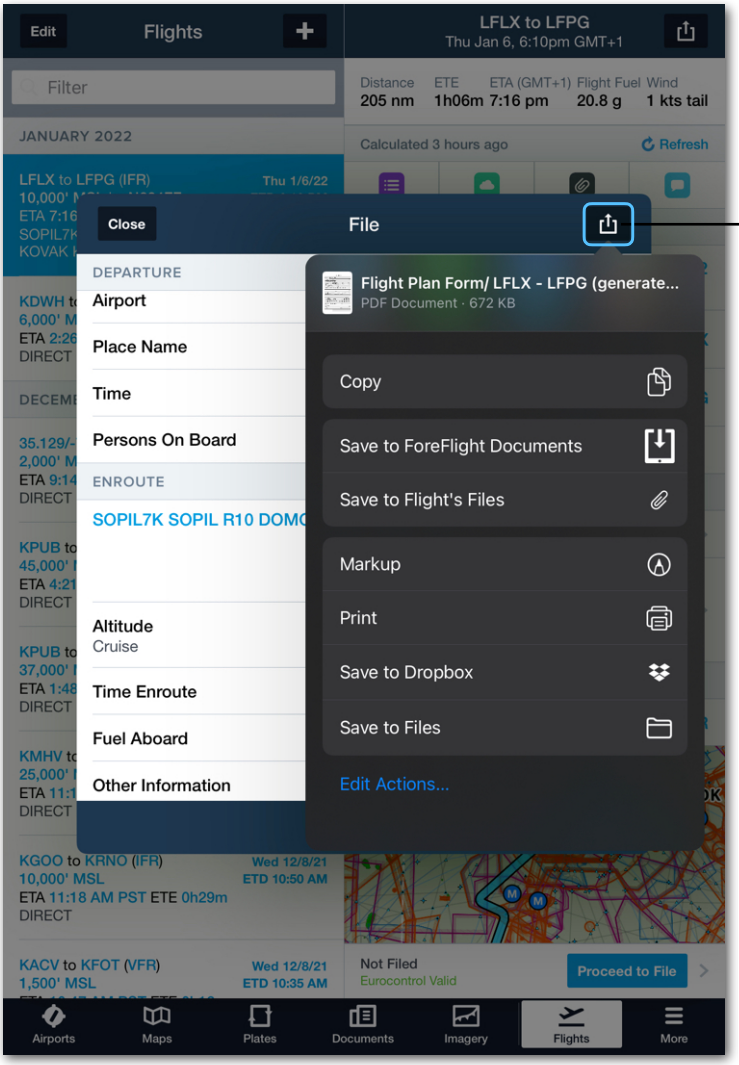


ICAO Flight Plan Form

6.1 Viewing the Flight Plan Form

Under most circumstances, it is *not* necessary to view or share the Flight Plan form. Some pilots may elect to view the form to verify it is completed as desired or to view information that is not otherwise accessible (i.e, AFTN addressee(s) field).

To view the form, tap the share button at the top of the filing form. Save the file to ForeFlight or share the file via mail or text message. To view the form without sharing or saving, select the **Markup** or **Print** option.



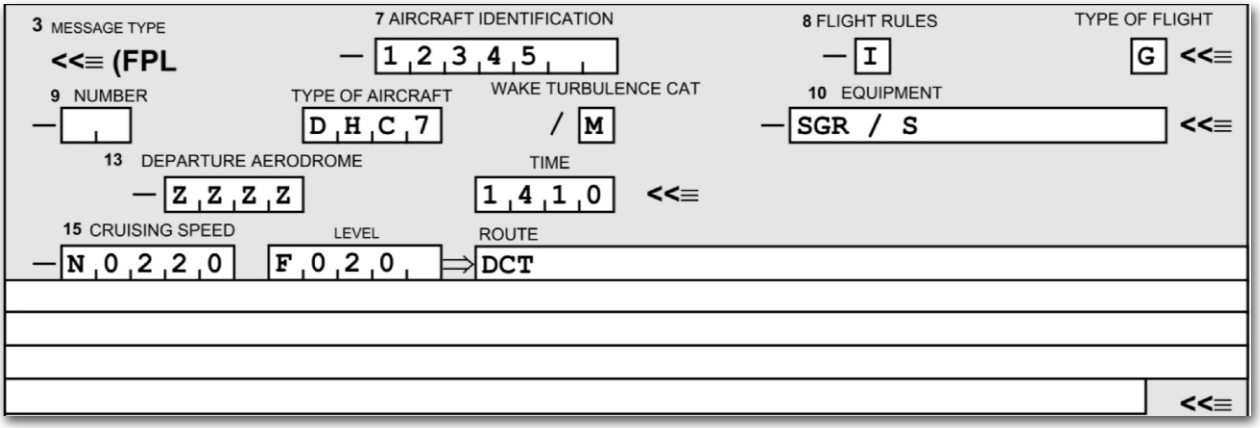
Share button for viewing, saving, printing, or sharing the Flight Plan Form

NOTE: Manual delivery of the flight plan form may be necessary in regions affected by disaster or remote areas not integrated with the AFTN network. Use the share options to manually deliver the flight plan form to ATC.

6.2 Flight Plan Form Fields

The ICAO flight plan form contains various fields. Each field is automatically populated with information from the aircraft profile, flights form, or filing form.

Fields 1-18 are submitted electronically with *every flight plan*. *Field 19* contains supplementary information and is *only* transmitted *when requested by ATC*. Some air traffic agencies request supplementary information with every flight plan. When submitting a flight plan to these agencies, the supplemental information is automatically sent.



Flight Plan Form Fields 3 thru 15

6.2.1 Message Type (Field 3)

Field 3 specifies the flight plan Message Type. There are two possible messages:

- **FPL** - Flight Plan Request (includes fields 3-18)
- **SPL** - Supplemental Flight Plan (field 19)

6.2.2 Aircraft Identification (Field 7)

Field 7 depicts the Aircraft Identification. Aircraft identification is specified on the aircraft profile page under the **Tail Number** field and the filing form under the Aircraft field.

6.2.3 Flight Rules (Field 8)

Field 8 depicts Flight Rules and Type of Flight. Flight rules are specified on the flight and filing forms. Type of flight is only specified on the filing form.

6.2.4 Number of Aircraft, Type, Wake Category (Field 9)

Field 9 contains three subfields. Field 9(a) depicts the Number of Aircraft in the flight, field 9(b) the Type of aircraft, and field 9(c) the aircraft's Wake Category. The number of aircraft are specified on the filing form. Aircraft type and wake category are specified on the aircraft profile page.

6.2.5 Equipment (Field 10)

Field 10 is divided into two subfields. Field 10(a) depicts the aircraft's navigation and communication equipment. Surveillance equipment is included in field 10(b) separated by a slash. Aircraft equipment is specified on the **aircraft profile** page.

6.2.6 Departure (Field 13)

Field 13 is divided into two subfields: 13(a) depicts the departure airport and 13(b) the estimated time of departure. Both fields are entered on the flights form and copied to the filing form.

6.2.7 Route (Field 15)

Field 15 is broken into three subfields: 15(a) depicts cruising speed, 15(b) depicts the cruise altitude (flight level) and 15(c) depicts the route between the destination and departure airport. Each field is specified on the flights form and copied to the filing form.

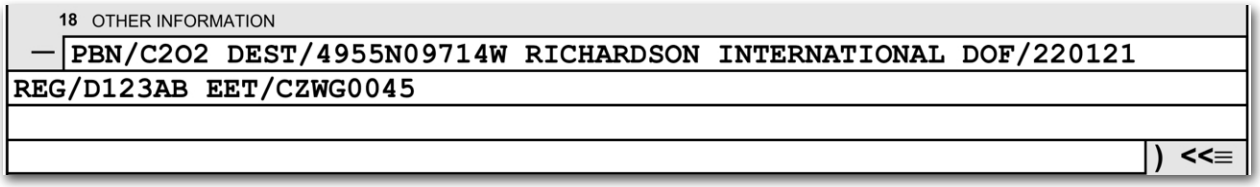
6.2.8 Destination (Field 16)

Field 16 is divided into four subfields: 16(a) depicts the destination airport, 16(b) the estimated time en route, 16(c) the alternate airport, and 16(d) the 2nd alternate airport. Each field is specified on the flights form and copied to the filing form.

Flight Plan Form Field 16

6.2.9 Other Information (Field 18)

Field 18 depicts **Other Information** specified in the aircraft profile and filing form. Other information is listed by keyword (ex. SUR/ COM/ DAT/ RMK/). Some flight plans automatically result in additional information being added to field 18. For example, when filing to coordinates the destination coordinates (DEST/) are added automatically to field 18.

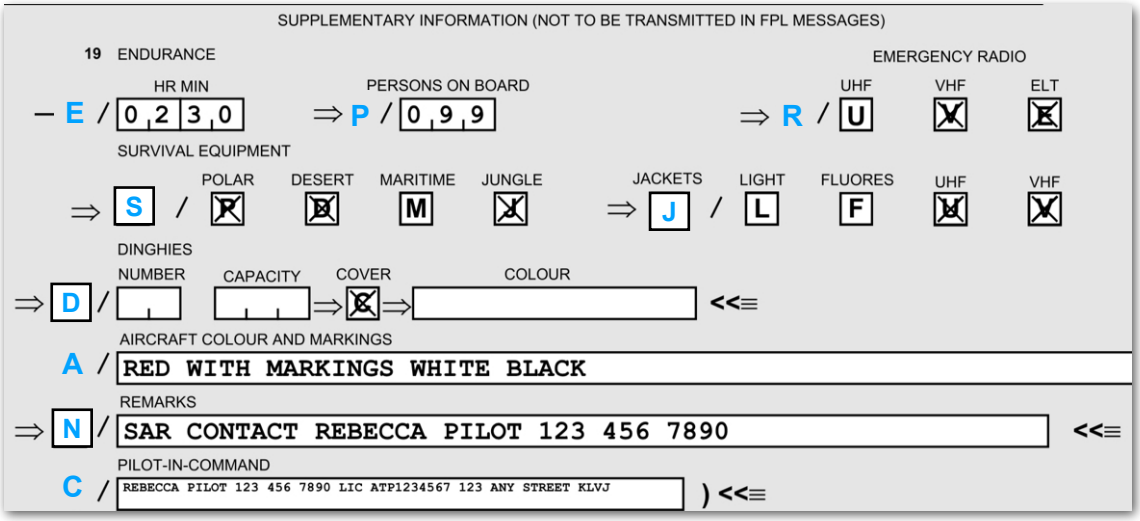


Field 18 Other Information

6.2.10 Supplemental Information (Field 19)

Field 19 contains Supplemental Information (*SPL*) which ICAO specifies is *not* to be transmitted unless requested. ForeFlight does not indicate if supplemental information was transmitted with a flight plan. If supplemental information was not transmitted with the flight plan, most air traffic agencies have the ability to request the information.

Supplemental information is divided into subfields. Each subfield is identified with a prefix (highlighted in blue in this guide). Survival or emergency equipment *not* equipped is marked by an "**X**".



Prefix	Description
E	Fuel aboard the aircraft
P	Persons on board the aircraft (0-999)
R	Emergency radio equipment (UHF, VHF, ELT)
S	Survival equipment (Polar, Desert, Maritime, Jungle)
J	Life jackets and life jacket equipment (Light, Fluorescein, UHF, VHF)
D	Dinghy count, capacity, color, and cover
A	Aircraft color and markings
N	SAR contact information (Destination Contact)
C	PIC contact information

FILING FLIGHT PLANS

Filing a flight plan is recommended for most flights (VFR) and required for others (IFR, DVFR, DC SFRA). Flight plans can be filed with ForeFlight *up to* 30 days in advance (excluding Europe). If filing a flight plan more than 22 hours in advance, your flight plan may be stored with ForeFlight until the agency responsible for the plan is able to accept it.

Flight plans are transmitted as soon as the receiving facility is able to accept the plan. Flight plan *acceptance times* are determined by the departure point and are defined in the applicable Aeronautical Information Publication (AIP). If filing a plan on the day of departure, in most cases, your flight plan is transmitted to ATC (or FSS, FIC) immediately.

If filing prior to an acceptance time, the flight plan is stored in the ForeFlight "holding pen". When a flight plan is in the holding pen, it can viewed, amended, and canceled. Flight plans in the holding pen have not yet been transmitted and thus ATC has no record of the plan. There are no indications that a flight plan is in the holding pen. **Note**: Most EuroControl countries accept flight plans up to five days in advance. As a result, European flight plans do not utilize the holding pen.

To file a flight plan:

1. **Plan a flight** with Maps.
2. Send the plan to Flights.
3. Review the Flights form (Flight Rules, Aircraft, ETD, etc.).
4. Copy your flight to the **Filing Form** by selecting **Proceed to File**.
5. *Verify* each field of the **Filing Form** (*strongly recommended*).
6. View the **Flight Plan form** (optional).
7. Submit your flight plan by selecting **File**.
8. *Verify* the confirmation pop-up and select **File**.

IMPORTANT: Many filing errors are a result of filing form entries not being verified. Common fields with unintentional entries are: ETD, Departure, Aircraft, and Flight Rules. Ensure each field in the filing form is accurate prior to filing.

IFR Flight Plan Special Considerations

When filing multiple flight plans in Canada, there should be a minimum of 30 minutes between the estimated time of arrival and the estimated departure time of the next leg. A flight plan filed within 30 minutes of the previous flight's estimated arrival time will result in the flight being rejected by NavCanada.

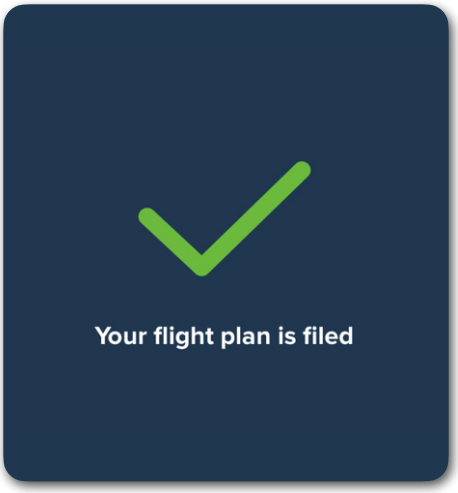
EuroControl Routes

For any routes that pass through Eurocontrol airspace, Route Advisor will evaluate the route against Eurocontrol route constraints and display a **Eurocontrol Valid** or **Eurocontrol Invalid** label beneath the route. Eurocontrol validation may fail if your aircraft profile is incomplete or incorrect. For best results, ensure your **aircraft** is properly configured.

7.1 Flight Plan Notifications

After filing a flight plan, a pop-up notification momentarily appears on the device used to file the flight plan. The pop-up confirms no errors in the fight plan were detected and the plan was accepted *by ForeFlight*.

This notification does *not* indicate your flight plan was transmitted to or accepted by ATC, FIC, FSS, or Base Ops.



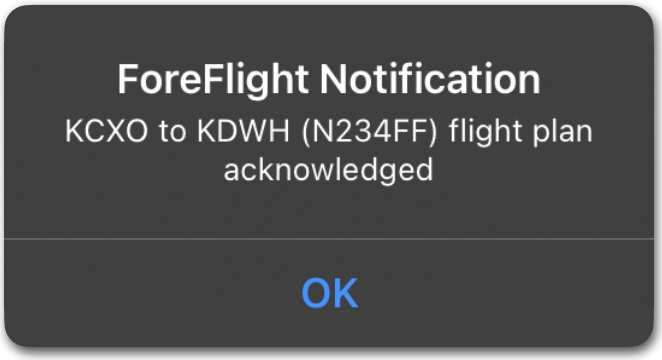
Pop-up Notification

7.1.1 Flight Plan Acknowledgement

If the agency that received the fight plan acknowledges that the plan was received, a notification is displayed in-app when ForeFlight is open.

The acknowledgment message is also sent as a push notification. To receive the push notification, ForeFlight must not be active when the message is sent. Push notifications settings are unique to each device signed in to ForeFlight and are controlled with the iPad/iPhone Settings app.

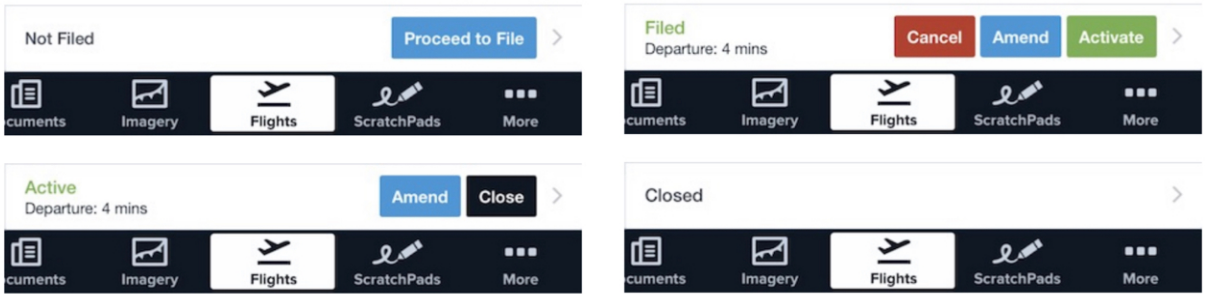
The acknowledgment notification confirms that ATC received your flight plan. If ForeFlight does not receive an ATC acknowledgment, the device that filed the plan will depict a notification that states: “ForeFlight has not yet received a notification that ATC has acknowledged your upcoming flight from KXXX to KZZZ (N9999).”



Flight Plan Acknowledgement

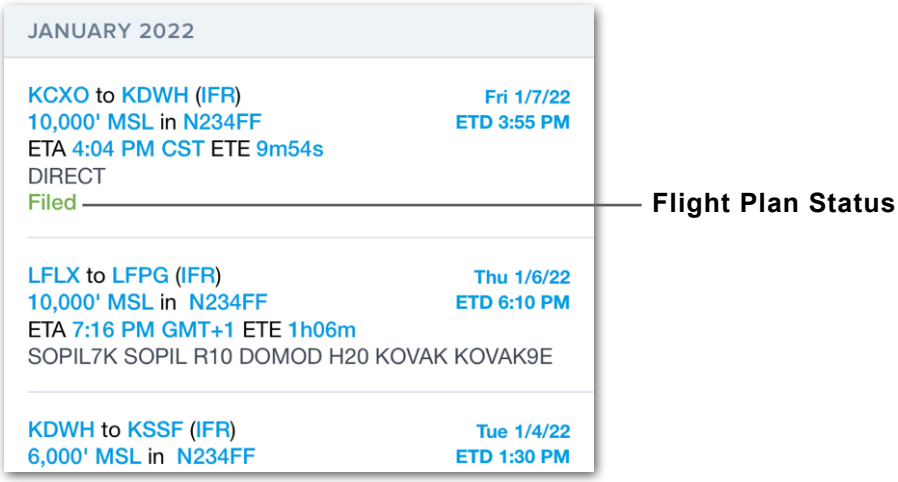
7.1.2 Flight Plan Status

Flight plan status is displayed in flights list and at the bottom of the Flights view.



Flights View - VFR Flight Plan Status

- **Not Filed** indicates the flight has not yet been filed *or* it was filed and canceled.
- **Filed** indicates the flight plan was accepted by ForeFlight. This status does *not* indicate the flight plan was transmitted to or accepted by ATC.
- **Active** indicates a VFR flight plan (USA) has been activated.
- **Closed** indicates a VFR flight plan (USA) has been closed.



Flight List

Flight Plan Acceptance Times

When a flight plan is filed, it is transmitted to ATC upon reaching the flight plan acceptance time:

- 22 hours prior to ETD (U.S. and Canada)
- 120 hours prior to ETD (Europe and Australia)

If a plan is filed after the acceptance time, it will be transmitted to ATC immediately. There are no status indications for amended or transmitted flight plans.

7.1.3 Expected Routes

Expected routes are ATC computer generated and may be provided for IFR flights. Expected routes are what pilots can expect to receive when obtaining a clearance.

If an expected route exists for a flight, a pop-up notification appears with an option to update the route for planning purposes. Expected route updates are sent via iOS push notification if ForeFlight is not open.

Expected Route Pop-up

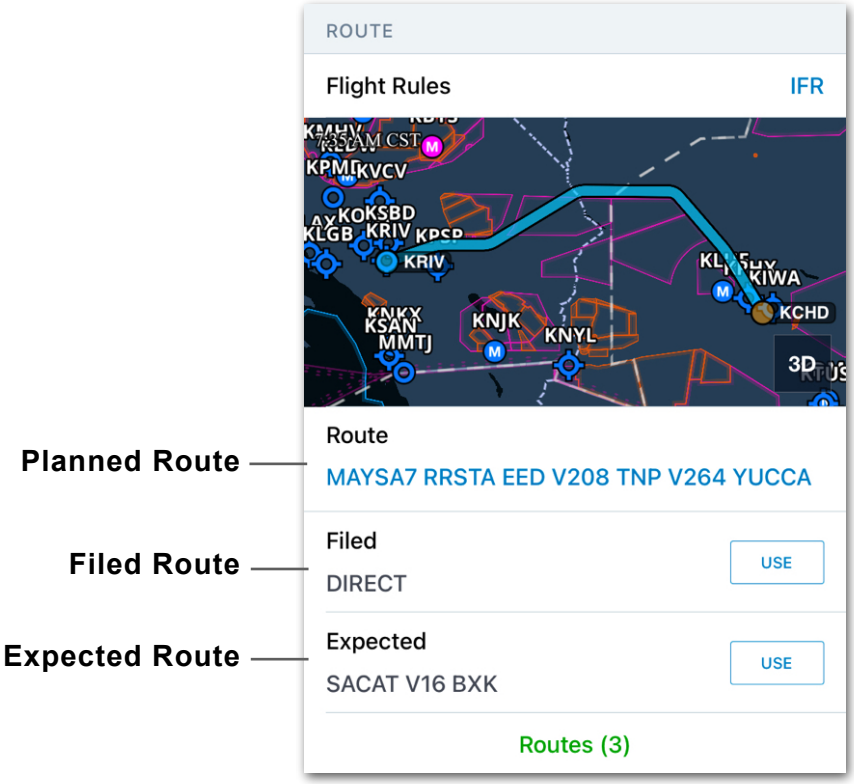
Updating the Expected Route

Selecting **Update** replaces the *planned* route with the *expected* route. If you choose to ignore the expected route, select **Cancel**.

NOTE: Selecting **Update** does ***not*** amend the route filed with ATC. **Update** *only* changes the route in ForeFlight for planning purposes.

Routes (Filed, Expected, Planned)

When an expected route is received, the *Filed* and *Expected* routes are listed in the route section. If a route is planned (after a flight is filed), which is *not* the expected or filed route, it is also depicted in the route section.



The active route is at the top of the list. The active route is the route that is depicted on the map and is used to generate flight planning results.

Switch between the Filed and Expected routes for planning purposes by tapping **USE** and confirming the pop-up.

IMPORTANT: If an expected route was received and you're cleared as filed, you're cleared for the *filed route. Expected Route is not a clearance.*

7.1.4 Expected Departure Clearance Time (EDCT)

ForeFlight is an FAA collaborative decision maker (CDM) and receives Expected Departure Clearance Times (EDCT) due to FAA Traffic Management Initiatives (TMI). EDCT notices are delivered via email, SMS text message, and iOS push notification.

Ensure reception of EDCT messages by verifying your contact information in ForeFlight Mobile > **More** > **Accounts**. Flights that receive an EDCT from the FAA are expected to be ready to depart within five minutes. If an aircraft is late, air traffic controllers are required to call the ATC System Command Center (SCC) to get a new EDCT which may result in additional delays.

Filed flight plans are retained by ATC two hours after the EDCT. If a clearance has not been requested for a filed flight plan that received an EDCT, it is automatically removed from the ATC systems two hours after EDCT.

7.1.5 Calculated Takeoff Times

If your flight is assigned a slot allocation time by EuroControl, ForeFlight will deliver a Calculated Take Off Time (CTOT) message via email, SMS text message, and push notification.

Ensure reception of CTOT messages by verifying your contact information in ForeFlight Mobile > **More** > **Accounts**. Flights that receive a CTOT are expected to depart -5 to +10 minutes from CTOT.

7.1.6 Flight Plan Emails

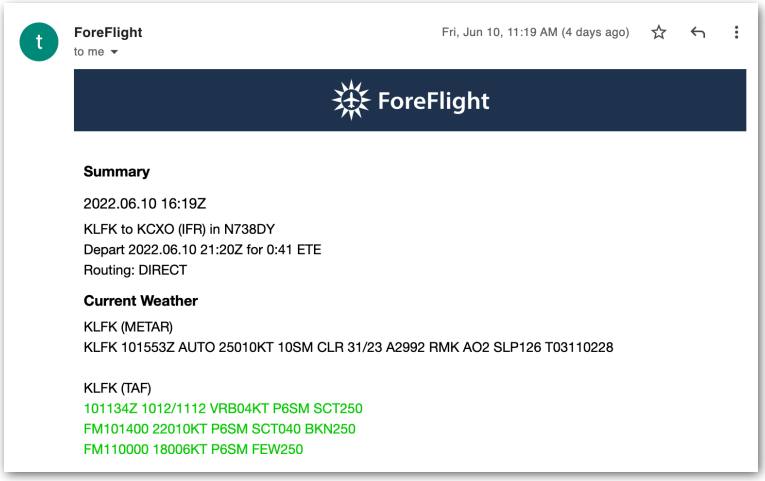
When filing or amending a flight plan, a summary email is sent to the email address associated with the ForeFlight account and any email addresses entered on the filing form.

The flight plan summary email contains a summary of the flight, the current weather for the destination and departure airports, and aircraft details.

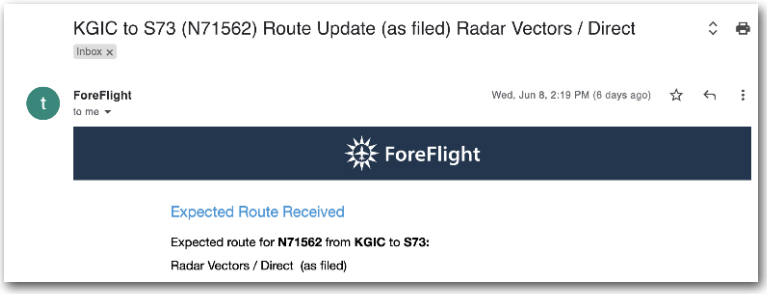
If a route update is received from ATC, ForeFlight sends an email with the new routing. Route updates may include expected routing.

The flight plan email does not contain a full weather briefing. A complete weather briefing for the flight can be obtained by tapping **Briefing** at the top of the ForeFlight Mobile Flights view.

NOTE: When a U.S. or Canadian flight plan is filed with an account that has a ForeFlight Dispatch license, the flight plan acknowledgement email is not sent.



Flight Plan Summary Email



Route Update Email

7.2 Amending IFR Flight Plans (U.S. and Canada)

FAA and Nav Canada IFR flight plan amendments can be made on the Flights page. IFR flight plan amendments can be made at anytime, however there are some limitations that may prevent amending.

Numerous flight plan *fields* cannot be amended after the lockout period. The lockout period is approximately 45-60 minutes *prior* to the filed ETD. **Lockout** periods vary by flight information region (FIR) and are listed on the following pages in this section.

Once an FIR's lockout period is reached, changes to fields that are not amendable must be manually coordinated. Refer to the table on the following page for information on what fields can be amended.

Manual coordination can only be done over the phone (or radio if available). If an attempt to amend a restricted field is made in ForeFlight beyond the lockout period, an error message is displayed.

The error notification may contain ATC contact information (if available) for manual coordination. To amend restricted fields beyond the lockout period, contact the appropriate ATC agency and advise them of your proposed changes.

Amendment Error

NOTE: If a new flight is filed as a result of amending the flight plan, all fields within the amended flight plan can be edited. ForeFlight does not indicate when a new flight plan is filed.

7.2.1 Amendable Fields (after lockout)

Refer to the table below to determine if a field can be amended after the lockout period. Fields with a green checkmark can be amended anytime.

Amending a flight plan after the lockout period may result in a new flight plan. Pilots should only amend flight plans when necessary to avoid multiple plans being filed.

Plan / Aircraft Fields		Departure Fields	
Flight Rules	✗	Departure Airport	✓
Type of Flight	✗	Departure Time	✓
Aircraft	✓	Persons on Board	✗
Call Sign	✓		
True Airspeed	✗		
Airspeed Units	✗		
Number of Aircraft	✗		

Enroute Fields		Destination Fields	
Route	✗	Destination Airport	✓
Cruise Altitude (Flight Level)	✗	Alternate Airport	✗
Estimated Time Enroute	✗	Dinghy	✗
Fuel Aboard	✗	Emergency Equipment	✗
Other Information	✗	Pilot Information	✗
STS Special Handling	✗		
Remarks	✗		

7.2.2 Supplemental Information (Field 19) Amendments

Supplemental Information (**field 19**) will not be transmitted unless requested by the receiving agency. As a result, supplemental information is not subject to lockout periods. Amendments that affect supplemental information (field 19) can be made at any time, provided they don't affect fields 3 thru 18.

If a supplemental information amendment is made to a NavCanada flight plan which results in a change to fields 3 thru 18, an error will occur. Fields 3 thru 18 cannot be amended during the lockout period. For example, if persons on board is amended and that affects the aircraft's ability to reach a planned cruise altitude or it affects the cruise speed (greater than 3 knots), the amendment is rejected.

Amendments made to field 19 may not automatically be transmitted to ATC. However, they are available upon request.

7.2.3 Amending Flight Plans (EuroControl)

IFR, YFR, and ZFR flight plans can be amended or canceled up to 2 hours prior to the Estimated Off-Block Time (EOBT). Between two hours prior to EOBT and EOBT, the fight plan may be changed. However in doing so, the flight plan will be labeled by EuroControl as a Late Updater.

If a flight plan is labeled as a Late Updater, there may be negative consequences if the airport begins issuing calculated takeoff times (CTOT). If you have not departed 30 minutes after your EOBT a Flight Suspension (FS) will be issued by Eurocontrol. Amendments within two hours of EOBT are not recommended.

NOTE: Nav Canada flights can only be amended after the lockout period if they departed from the United States.

7.2.4 Amending VFR Flight Plans

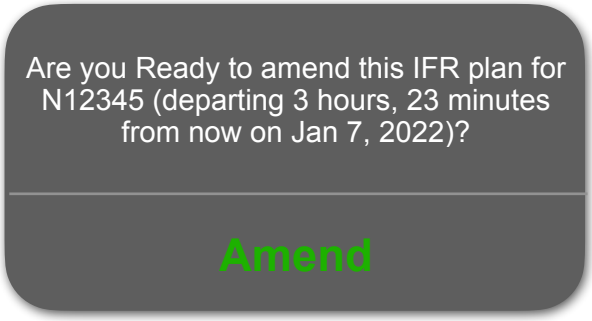
VFR flight plans are not transmitted to an FIR and thus are not subject to lockout considerations. VFR amendments can be made up to two hours after the ETD. VFR flight plan amendments are transmitted directly to the agency responsible for Search and Rescue.

To amend a flight plan:

1. Select **Amend** from the bottom of the Flights view.
2. Edit the fields on the filing form as necessary.
3. Select **File Changes** when the edits are complete.
4. Tap **Amend** on the confirmation pop-up.

Amendment Confirmations

After a flight plan has been amended, a pop-up notification is momentarily depicted. A summary email is sent to the email address associated with the ForeFlight account and the email address on the filing form. The amendment notification *only* confirms that the amendment has been accepted by ForeFlight. Once a flight plan is transmitted, it may be subject to additional checks by the receiving facility.



Amend Confirmation Pop-up

NavCanada Lock-Out Periods

The table below depicts NavCanada contact information and lock-out periods.

Flight Information Region (FIR)	FIR ID	Phone	Filer Lock-out Time (Minutes)
Edmonton	CZEG	888.358.7526	60
Gander	CZQX	709.651.5225	60
Moncton	CZQM	506.867.7177	45
Montreal	CZUL	514.633.3211	60
Toronto	CZYZ	905.612.5722	45
Vancouver	CZVR	604.586.4590	45
Winnipeg	CZWG	204.983.8337	55

FAA (US) Lock-Out Periods

The table below depicts FAA contact information and lock-out periods.

Center (ARTCC) Name	FIR ID	Phone	Filer Lock-out Time (Minutes)
Albuquerque	KZAB	505.856.4500	46
Anchorage	PAZA	253.351.3500	43
Atlanta	KZTL	770.210.7600	46
Boston	KZBW	603.879.6633	55
Chicago	KZAU	630.906.8200	46
Cleveland	KZOB	440.774.0300	46
Denver	KZDV	303.651.4100	46
Fort Worth	KZFW	817.585.7500	46
Guam (OFDPS)	PZUA	671.473.1200	N/A
Honolulu (OFDPS)	PHZH		N/A
Houston	KZHU	713.230.5500	46
Indianapolis	KZID	317.247.2234	46
Jacksonville	KZJX	904.549.1537	46
Kansas City	KZKC	913.254.8400	46
Los Angeles	KZLA	510.745.3000	46
Memphis	KZME	901.368.8160	46
Miami	KZMA	305.716.1500	46
Minneapolis	KZMP	651.463.5510	46
New York	KZNY	631.468.1001	61
Oakland	KZOA	510.745.3000	46
Salt Lake City	KZLC	801.575.2400	46
San Juan	TJZS	828.684.0421	46
Seattle	KZSE	243.351.3520	46
Washington	KZDC	703.377.3401	46

7.3 Cancelling Flight Plans

VFR and IFR flight plans filed with ForeFlight can be canceled at any time. Canceling a filed flight simply removes the flight's **Filed** status and does not send a notice to ATC. Additional cancelation implications depend on the region, time to ETD, and flight rules. See below for additional information.

WARNING: ForeFlight Mobile cannot close or cancel an *active* IFR flight plan. If landing at an uncontrolled airport, you must contact ATC directly to cancel your IFR flight plan.

7.3.1 IFR (U.S. and Canada)

In the U.S. and Canada, the amount of time between the flight plan cancelation and the flight's ETD affects the behavior.

Prior to ATC transmission (22 hours or more to ETD)

Canceling a flight *prior* to it being submitted to ATC removes the flight plan from the ForeFlight holding pen. When a flight is removed from the holding pen, it is never transmitted to ATC.

Prior to lockout (22 hours from ETD to lockout)

Canceling a flight *after* it has been transmitted to ATC but before reaching the lockout period deletes the flight plan from the ATC system.

After lockout (45-60 mins before ETD)

Canceling a flight *after* it has reached the lockout period *only* removes the **Filed** status in ForeFlight. Canceling after the lockout does *not* remove flight plans from the ATC systems. To remove a flight plan from the ATC system after lockout, manual coordination with ATC over the phone/radio is required.

ETD +2 hours

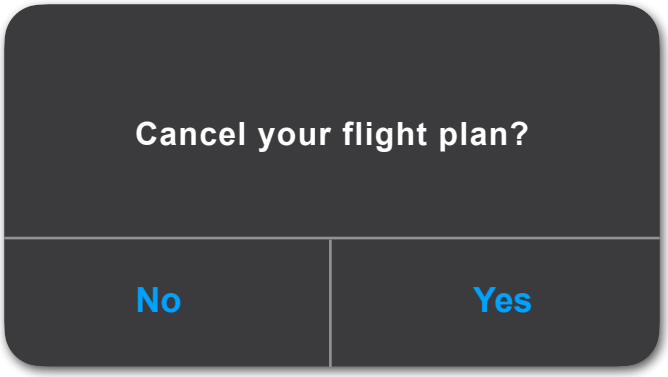
Flight plans normally expire with ATC two hours after ETD. Due to ATC expiration times, the need to cancel a flight plan with ATC after ETD is uncommon.

NOTE: Filing a flight plan similar to one that was canceled after the lockout period may result in a rejection due to ATC recognizing the plan as a duplicate.

To cancel a flight plan:

1. Select **Cancel** from the bottom of the Flights view.
2. Tap **Yes** on the confirmation pop-up.

Once a flight plan is canceled, a notification is depicted and the **Filed** status is removed from the Flights view.



Confirmation pop-up

7.3.2 VFR (U.S. and Canada)

VFR flight plans are not subject to lockout periods and can be canceled at anytime. Canceling a VFR flight plan removes the plan from the FSS/FIC system.

IMPORTANT: Canceling a flight plan is *not* equivalent to *closing* an active VFR or IFR flight plan.

7.4 VFR Flight Plans

The purpose of a VFR flight plan is to initiate Search and Rescue (SAR) services in the event a flight plan is not closed. VFR flight plans are only submitted to the agencies responsible for Search and Rescue (specified in a nation's AIP).

VFR FLIGHT PLAN IMPORTANT INFORMATION:

ForeFlight does *not* close VFR flight plans automatically. If you activated a U.S. domestic VFR flight plan, or if operating VFR in Canada, you *must* close your VFR flight plan to avoid Search and Rescue being initiated.

If the flight plan was activated by calling Flight Service, you must call Flight Service to close the plan. If the U.S. domestic VFR flight plan was activate in-app, it can be closed in-app.

International Considerations

If you have filed and activated a cross-border VFR flight plan (e.g., from the U.S to Canada), you must close the flight plan directly by calling the destination country's flight service (NavCanada in Canada or FSS in the U.S.). Failure to close the flight plan with the destination country may result in Search and Rescue being initiated.

Internet Connectivity

Activating and closing VFR flight plans requires an active internet connection. If you are connected to a Sentry or other inflight Wi-Fi device, you will not have internet connectivity in ForeFlight, even if you have cellular connectivity.

The **Activate** and **Close** buttons appear when you are connected to an inflight Wi-Fi device like Sentry, however they will not work. You must turn off your external device (or disconnect from the inflight Wi-Fi device) to activate or close a flight plan.

VFR Flight Plan Special Considerations

Since many VFR flights include sight-seeing components, traffic patterns, or other time-consuming deviations, pilots should ensure their estimated time en route accurately represents the anticipated flight time.

This may require *manually* increasing the ETE to exceed flight planning results. To accomplish this, follow the steps below:

1. Plan a route and send it to the Flights view.
2. Tap **Proceed to File** near the bottom of the screen.
3. Scroll to the Enroute section of the Filing Form.
4. Manually edit the **Time Enroute** field to accommodate the expected delays.
5. Review and verify all other fields.
6. Tap **File** near the bottom of the pop-up to file the flight plan.

7.4.1 VFR Flight Plan (United States)

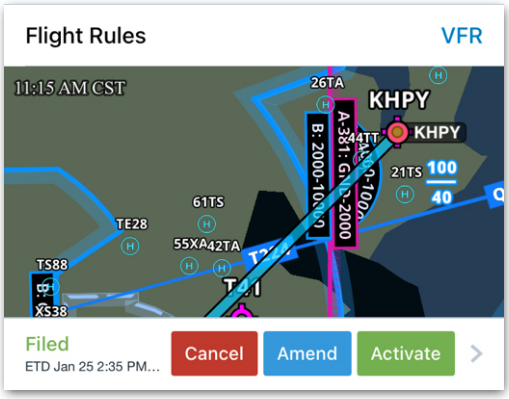
When filing a VFR flight plan in the *United States*, the flight plan *must* be *Activated* to enable Search and Rescue. VFR flight plans can be activated from the time they're filed to no later than two hours after the ETD. Flight plans two hours beyond the ETD must be canceled and refiled.

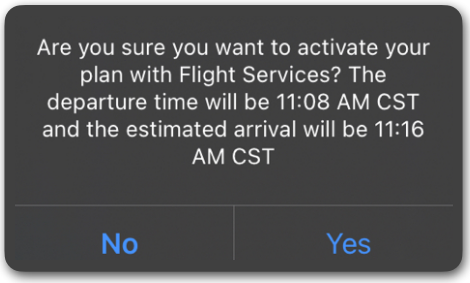
Activating a VFR flight plan establishes the departure time. Pilots should activate VFR flight plans as close to actual departure as possible. Activating a VFR flight plan too early may result in premature SAR services.

NOTE: Departure Time + ETE + 30 min (buffer) = SAR services activated

To activate a VFR flight plan:

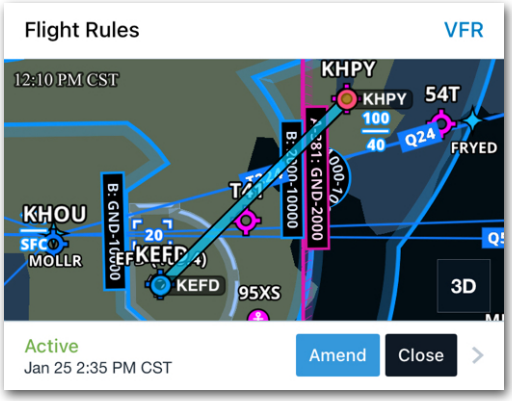
1. Select **Activate** from the bottom of the Flights view
2. Verify the ETD and ETA, if correct, select **Yes**
3. If the estimated arrival time is not correct, select **No** and amend the plan to extend the time en route.





VFR Flight Plan Activation Confirmation Menu

Once a flight plan has been activated, the flight's filing status (visible in the list of flight and at the bottom of the Flights view) is updated to **Active**. Active VFR flight plans can be **Amended** or **Closed** with an active internet connection.



Amend and Close Options

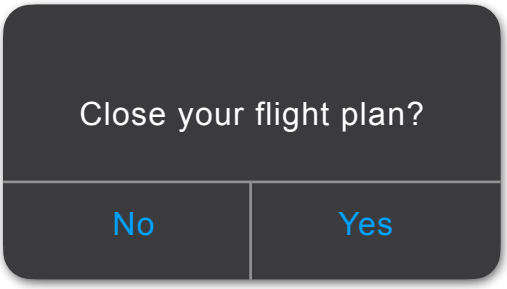
7.4.2 Closing VFR Flight Plans (United States)

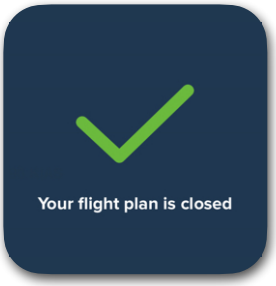
U.S. domestic VFR flight plans can only be ***Closed*** with ForeFlight if they were ***Activated*** with ForeFlight (internet connection required). It is not possible to close a VFR flight plan anywhere else in the world with ForeFlight.

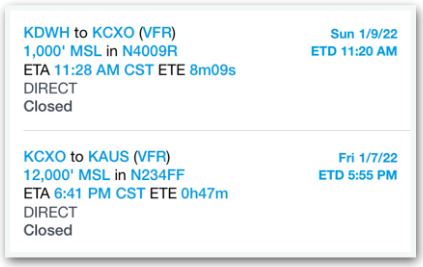
Closing a U.S. VFR domestic flight plan in ForeFlight Mobile is equivalent to calling FSS and closing your plan.

To close a U.S. VFR domestic flight plan:

1. Select **Close** from the bottom of the Flights view
2. Confirm you want to close the plan by selecting **Yes** from the confirmation pop-up.
3. Ensure the Flight Plan *Closed* notification is displayed
4. Verify the flight's status is ***Closed***.







Overdue VFR Flight Notifications (United States)

If you activated a VFR flight plan using ForeFlight Mobile and have not closed the plan 20 minutes after your calculated ETA, ForeFlight will send a push notification to your devices reminding you to close your flight plan.

You can close the plan using the **Close** button on the Flights page, or by calling 1-800-WX-BRIEF. If you entered a cellphone number on the flight plan form, you will also receive a SMS notification.

If the plan has not been closed 30 minutes after your calculated ETA, ForeFlight will send another push notification (and SMS) to your devices reminding you to close your flight plan immediately.

7.4.3 VFR Flight Plans (Canada)

When filing VFR in Canada, any flight that includes a Canadian departure or destination includes the **NavCanada** section at the bottom of the filing form. This section includes fields for specifying your aircraft's undercarriage type, the flight's arrival report, and your aircraft's emergency locator transmitter (ELT) type as required by NavCanada.

The Arrival Report field indicates where the pilot of a VFR flight will close the flight plan, for example: "London FIC". The flight plan form provides a Place Name field to help ATC identify either location when you file with lat/long coordinates instead of airport identifiers.

Activating Canadian VFR Flights

VFR flight plans filed in Canada are activated automatically at the estimated departure time. As a result, it is not possible to activate or close a Canadian VFR flight plan in ForeFlight.

NavCanada SAR services commence at ETD + ETE + 60 minutes if the flight plan is not closed regardless if the flight took place. To close a VFR flight plan filed in Canada, pilots must contact the FIC or FSS via telephone or radio and close the flight plan.

IMPORTANT: If a VFR flight plan is filed in Canada, it is assumed to depart at the ETD. Filed Canadian VFR flight plans must be canceled even if the flight does not take place.

7.4.4 VFR Flight Plans (Other)

Refer to **Supported Nations (VFR)** for a list of countries where VFR flight plan filing is supported. ForeFlight supports VFR flight plan filing internationally by submitting a flight plan form to the agency responsible for search and rescue services as specified in the country's AIP.

Refer to the country's AIP for details pertaining to activating and closing VFR flight plans.

IMPORTANT: It is incumbent upon pilots filing VFR flight plans with ForeFlight to be familiar with the country's AIP and procedures. When filing VFR in a country for the first time, pilots are encouraged to contact the appropriate agency to ensure the plan was filed correctly.

7.5 Composite Flight Plans

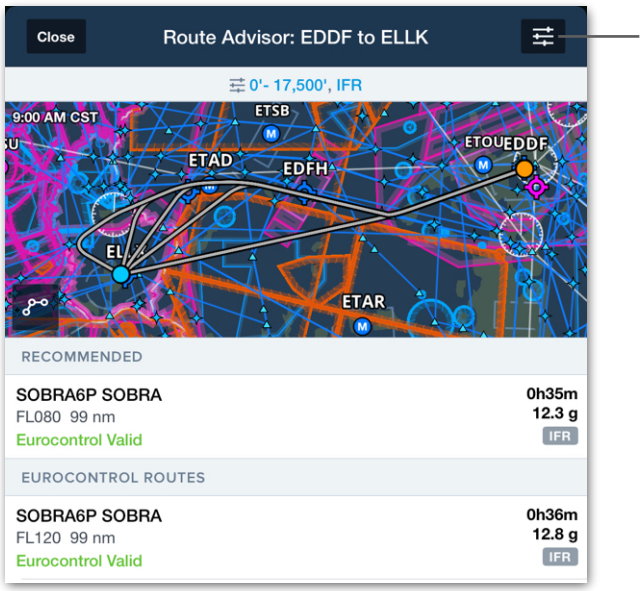
Composite flight plans are transmitted to agencies specified in a country's AIP. To file a composite flight plan, the point at which the flight is to transition flight rules needs to be specified. The transition point can be manually specified in the route by entering the new flight rule (IFR or VFR) after the waypoint where the transition is to take place.

The recommended method for planning and filing a composite flight plans is to use *route constraints* or the *change flight rule* option available in the flight plan editor.

7.5.1 Flight Rule Route Constraints

When planning a composite flight, it is recommended to use the Route Advisor. Route Advisor is available on the Maps and Flights views. To enter a flight rule constraint within the Route Advisor:

1. Enter a departure and destination airport in the flight plan editor
2. Tap **Routes** to launch the Route Advisor
3. Tap the **Route Constraint Button** near the top of the menu
4. Specify the desired Flight Rules
5. Enter the desired point at which the flight rules will change (optional)
6. Tap the **<Back** button



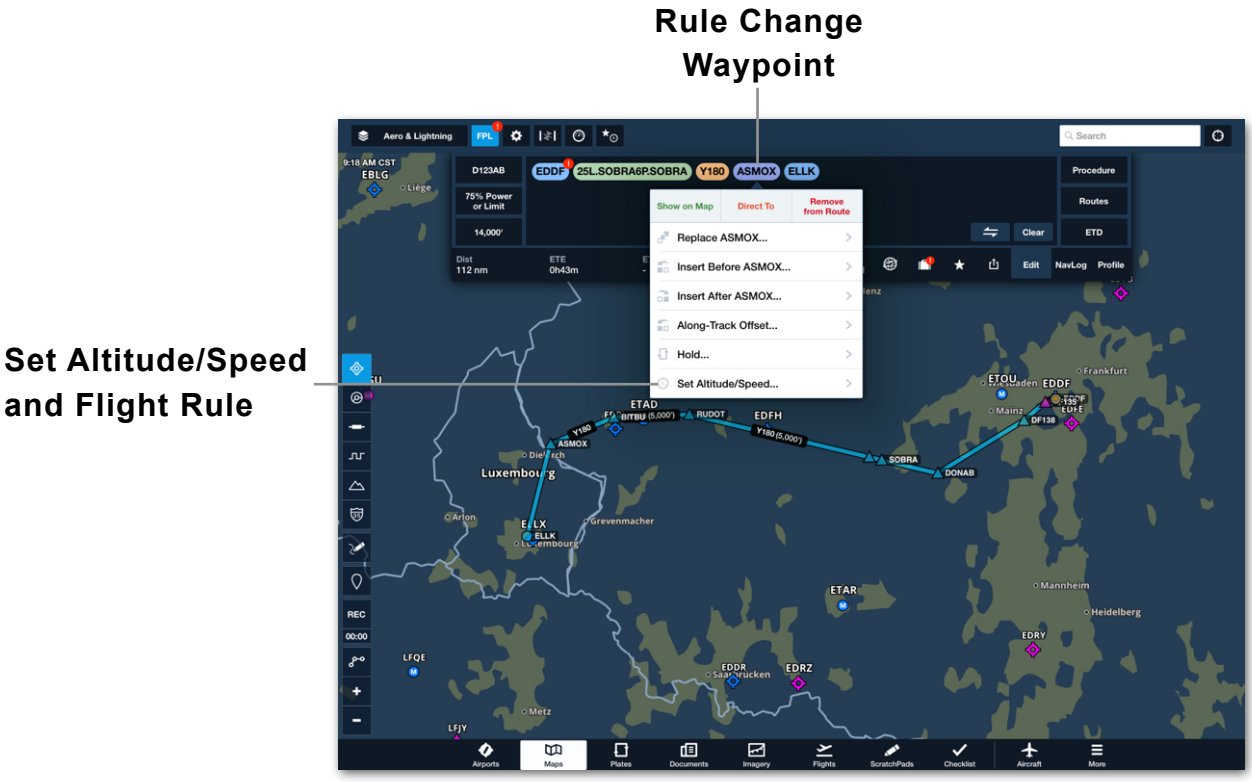
Route Constraint Button

Route Advisor

7.5.2 Changing the Flight Rule

To plan a composite flight without Route Advisor:

1. Enter the route in the flight plan editor
2. Tap the waypoint in the route where the flight rule transition is to occur
3. Select **Set Altitude/Speed**
4. Tap **Flight Rules** and select **VFR** or **IFR**



Manually Changing Flight Rules

When a flight containing a rule change is sent from Maps to the Flights view, the flight rule change is automatically added to the route. When filing the flight plan, it is necessary to select the appropriate Flight Rule in the Flight Plan Type section.

NOTE: Flight Rules do not automatically update on the filing form when planning a composite flight.

7.6 DVFR Flight Plans

All aircraft entering U.S. domestic airspace from points outside must provide identification prior to entry. Air Defense Identification Zones (ADIZ) have been established to assist in identification of aircraft in the vicinity of international U.S. airspace boundaries.

Prior to crossing an ADIZ, all aircraft of U.S. or foreign registry must file, activate, and close a flight plan.

For more information, reference **CFR 14 §99.11**.

Flights originating outside the ADIZ with destinations in the United States must file Defense VFR (DVFR) or IFR flight plans. The U.S. ADIZ does not exist between the U.S. and Canada. As a result, it is not necessary to file a DVFR flight plan for VFR flight from Canada to the U.S.

To file a DVFR flight plan:

1. Plan a VFR flight with a destination within the U.S. which crosses the ADIZ
2. Select flight rule **DVFR** on the flight planning form
3. Select **Proceed to File**
4. Verify the information in the Filing Form
5. Select **File**
6. Prior to departure, **Activate** the flight plan.

DVFR Flight Plan Handling

When filing a DVFR flight plan, ForeFlight transmits the flight plan to the appropriate Flight Service Station (FSS is operated by Leidos). Flight service evaluates the flight plan and submits the required information (including ADIZ penetration time and location) to the North American Aerospace Defense Command (NORAD).

The estimated time of ADIZ penetration must be filed at least 15 minutes before penetration, except for flights in the Alaskan ADIZ, in which case, report prior to penetration. Additionally, VFR pilots must receive and transmit a discrete transponder code prior to penetrating the ADIZ.

DVFR Position Reports

In addition to normal ADIZ position reports, and any other reports Air Traffic Control may require, a *foreign* civil aircraft must give a position report at least one hour before ADIZ penetration, if it is not more than two hours average cruising speed from the U.S.

Pilots on DVFR flight plans should be prepared to give position reports as per **CFR14 §99.15**. Pilots are encouraged to plan their VFR flights with a waypoint near the ADIZ so that the ADIZ penetration point is easily determined.

7.7 DC SFRA Flight Plans

ForeFlight supports filing IFR and VFR flight plans within the Washington DC Special Flight Rules Area (SFRA).

To file a VFR flight plan within the SFRA:

1. Plan a VFR flight which terminates or originates at a SFRA gate.
2. Select flight rule **VFR (DC SFRA)** on the flight planning form.
3. Select **Proceed to File** and verify the information in the Filing Form.
4. Select **File**

Flight Plan Handling

Standard VFR flight plans are transmitted to Flight Service for the sole purpose of providing SAR services in the event of an emergency. *VFR DC SFRA* flight plans are transmitted to ATC for the purpose of complying with the requirements for VFR operations into, out of, and through the DC SFRA. Flights that operate outside of the the DC SFRA are not allowed to use the DC SFRA flight plan type.

Special Considerations

The VFR DC SFRA flight plan is separate and distinct from a standard VFR flight plan and does *not* include search and rescue services. With a VFR DC SFRA, there isn't a user option to activate and close the flight plan because it is activated by radio with Potomac Approach when they give a squawk code and automatically closed when the flight exits the SFRA. Flight plans are not transmitted to FSS when VFR DC SFRA flight rules are selected.

Pilots wanting VFR SAR services outside the SFRA will need to file an additional VFR flight plan originating or terminating outside of the SFRA.

FAA DC SFRA and FRZ Training

All pilots operating within 60nm of the Washington D.C. VOR/DME (DCA) are required to complete the **FAA SFRA training course.** For additional information, see this **support article**.

WARNING: ForeFlight does not permit filing IFR or VFR flight plans into the Washington DC Flight Restricted Zone (FRZ).

CHANGE HISTORY

Version	Date	Change Summary
15.3	March 2023	• Added Aircraft Remarks. • Various style and content improvements.
14.5	June 2022	• Added information about EDCT and CTOT. • Filed flight plans can be amended after lockout period. • Added push notification details. • Added PIC copying information.
14.0	January 2022	• Updated style, content, and images.
9.6	March 2018	• Added ICAO Equipment codes P1, P2, P3.
9.3	September 2017	• Added information about intra-European IFR flight plan filing. • Added information on how to export flight plans as a PDF in ICAO format.
9.2	July 2017	• Updated to reflect the new Flights tab and workflow.
8.0	August 2016	• Added information about filing VFR flight plans in Canada.
7.0	April 2015	• Added examples of common GA aircraft ICAO Equipment and Surveillance selections.
6.7	February 2015	• Minor updates.
6.0	April 2014	• Original publication.

ForeFlight

A Boeing Company

ForeFlight, LLC
2323 S Shepherd Dr, Houston, TX 77019
www.foreflight.com