

JEPPESEN

WEATHER LOG

		Departure	Enroute	Destination	Alternate
Ceiling, Visibility and Precipitation	Reported				
	Forecast				
Winds Aloft					
Icing and Freezing Level					
Turbulence and Cloud Tops					
NOTAMS					

FAA FLIGHT PLAN

1. Type		2. Aircraft Identification	3. Aircraft Type/ Special Equipment	4. True Airspeed KTS	5. Departure Point	6. Departure Time		7. Cruising Altitude
VFR						Proposed (Z)	Actual (Z)	
IFR								
DVFR								
8. Route of Flight								
9. Destination (Name of airport and city)			10. Est Time Enroute HOURS MINUTES		11. Remarks			
12. Fuel on Board HOURS MINUTES		13. Alternate Airport(s)		14. Pilot's Name, Address, & Telephone Number & Aircraft Home Base			15. Number Aboard	
				17. Destination Contact/Telephone (Optional)				
16. Color of Aircraft			CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL					

Aircraft Equipment Suffixes

- NO DME**
 X - No Transponder
 T - Transponder with no Mode C
 U - Transponder with Mode C
- DME**
 D - No Transponder
 B - Transponder with no Mode C
 A - Transponder with Mode C
- TACAN ONLY**
 M - No transponder
 N - Transponder with no Mode C
 P - Transponder with Mode C
- AREA NAVIGATION (RNAV)**
 Y - LORAN, VOR/DME, or INS with no transponder
 C - LORAN, VOR/DME, or INS, transponder with no Mode C
 I - LORAN, VOR/DME, or INS, transponder with Mode C
- ADVANCED RNAV With Transponder and Mode C** (If an aircraft is unable to operate with a transponder and/or Mode C, it will revert to the appropriate code listed above under Area Navigation.)
 F - A single FMS with enroute, terminal, and approach capability that meets the equipment requirements of E, a through d. (U.S. and U.S. territories only unless otherwise authorized)
- E - FMS with enroute, terminal, and approach capability.** Equipment requirements are:
 a. Dual FMS which meets the specifications of AC25-15, Approval of Flight Management Systems in Transport Category Airplanes; AC20-129, Airworthiness Approval of Vertical Navigation (VNAV) Systems for use in the National Airspace System (NAS) and Alaska; AC20-130, Airworthiness Approval of Multi-Sensor Navigation Systems for use in the National Airspace System (NAS) and Alaska; or equivalent criteria as approved by Flight Standards.
 b. A flight director and autopilot control system capable of following the lateral and vertical FMS flight path.
 c. At least dual inertial reference units (IRUs).
 d. A database containing the waypoints and speed/altitude constraints for the route and/or procedure to be flown that is automatically loaded into the FMS flight plan.
 e. An electronic map. (U.S. and U.S. territories only unless otherwise authorized)
- G - GPS/GNSS equipped aircraft with enroute, terminal, and GPS approach capability.**
- R - Required Navigational Performance.** (Denotes capability to operate in RNP designated airspace and routes)
- W - Reduced Vertical Separation Minima (RVSM)**

