e. Pilots are encouraged to give their departure times directly to the FSS serving the departure airport or as otherwise indicated by the FSS when the flight plan is filed. This will ensure more efficient flight plan service and permit the FSS to advise you of significant changes in aeronautical facilities or meteorological conditions. When a VFR flight plan is filed, it will be held by the FSS until 1 hour after the proposed departure time unless:

1. The actual departure time is received.

2. A revised proposed departure time is received.

3. At a time of filing, the FSS is informed that the proposed departure time will be met, but actual time cannot be given because of inadequate communications (assumed departures).

f. On pilot's request, at a location having an active tower, the aircraft identification will be forwarded by the tower to the FSS for reporting the actual departure time. This procedure should be avoided at busy airports.

g. Although position reports are not required for VFR flight plans, periodic reports to FAA FSSs along the route are good practice. Such contacts permit significant information to be passed to the transiting aircraft and also serve to check the progress of the flight should it be necessary for any reason to locate the aircraft.

EXAMPLE–

1. *Bonanza 314K, over Kingfisher at (time), VFR flight plan, Tulsa to Amarillo.*

2. *Cherokee 5133J, over Oklahoma City at (time), Shreveport to Denver, no flight plan.*

h. Pilots not operating on an IFR flight plan and when in level cruising flight, are cautioned to conform with VFR cruising altitudes appropriate to the direction of flight.

i. When filing VFR flight plans, indicate aircraft equipment capabilities by appending the appropriate suffix to aircraft type in the same manner as that prescribed for IFR flight.

REFERENCE–

AIM, Paragraph 5–1–8 , Flight Plan– Domestic IFR Flights

j. Under some circumstances, ATC computer tapes can be useful in constructing the radar history of a downed or crashed aircraft. In each case, knowledge of the aircraft's transponder equipment is necessary in determining whether or not such computer tapes might prove effective.