12. Block 12. Specify the fuel on board in hours and minutes.

13. Block 13. Specify an alternate airport if desired.

14. Block 14. Enter your complete name, address, and telephone number. Enter sufficient information to identify home base, airport, or operator.

NOTE—
This information is essential in the event of search and rescue operations.

15. Block 15. Enter total number of persons on board (POB) including crew.

16. Block 16. Enter the predominant colors.

17. Block 17. Record the FSS name for closing the flight plan. If the flight plan is closed with a different FSS or facility, state the recorded FSS name that would normally have closed your flight plan.

NOTE—
1. *Optional— record a destination telephone number to assist search and rescue contact should you fail to report or cancel your flight plan within 1/2 hour after your estimated time of arrival (ETA).*

2. *The information transmitted to the destination FSS will consist only of flight plan blocks 2, 3, 9, and 10. Estimated time en route (ETE) will be converted to the correct ETA.*

5−1−5. Operational Information System (OIS)

a. The FAA's Air Traffic Control System Command Center (ATCSCC) maintains a website with near real−time National Airspace System (NAS) status information. NAS operators are encouraged to access the website at **http://www.fly.faa.gov** prior to filing their flight plan.

b. The website consolidates information from advisories. An advisory is a message that is disseminated electronically by the ATCSCC that contains information pertinent to the NAS.

1. Advisories are normally issued for the following items:

(a) Ground Stops.

(b) Ground Delay Programs.

(c) Route Information.

(d) Plan of Operations.

(e) Facility Outages and Scheduled Facility Outages.

(f) Volcanic Ash Activity Bulletins.

(g) Special Traffic Management Programs.

2. This list is not all−inclusive. Any time there is information that may be beneficial to a large number of people, an advisory may be sent. Additionally, there may be times when an advisory is not sent due to workload or the short length of time of the activity.

3. Route information is available on the website and in specific advisories. Some route information, subject to the 56−day publishing cycle, is located on the "OIS" under "Products," Route Management Tool (RMT), and "What's New" Playbook. The RMT and Playbook contain routings for use by Air Traffic and NAS operators when they are coordinated "real−time" and are then published in an ATCSCC advisory.

4. Route advisories are identified by the word "Route" in the header; the associated action is required (RQD), recommended (RMD), planned (PLN), or for your information (FYI). Operators are expected to file flight plans consistent with the Route RQD advisories.

5. Electronic System Impact Reports are on the intranet at http://www.atcscc.faa.gov/ois/ under "System Impact Reports." This page lists scheduled outages/events/projects that significantly impact the NAS; for example, runway closures, air shows, and construction projects. Information includes anticipated delays and traffic management initiatives (TMI) that may be implemented.

5−1−6. Flight Plan− Defense VFR (DVFR) Flights

VFR flights (except DOD or law enforcement flights) into an ADIZ are required to file DVFR flight plans for security purposes. Detailed ADIZ procedures are found in Section 6, National Security and Interception Procedures, of this chapter. (See 14 CFR Part 99, Security Control of Air Traffic)