

### 5-1-7. Composite Flight Plan (VFR/IFR Flights)

a. Flight plans which specify VFR operation for one portion of a flight, and IFR for another portion, will be accepted by the FSS at the point of departure. If VFR flight is conducted for the first portion of the flight, pilots should report their departure time to the FSS with whom the VFR/IFR flight plan was filed; and, subsequently, close the VFR portion and request ATC clearance from the FSS nearest the point at which change from VFR to IFR is proposed. Regardless of the type facility you are communicating with (FSS, center, or tower), it is the pilot's responsibility to request that facility to "CLOSE VFR FLIGHT PLAN." The pilot must remain in VFR weather conditions until operating in accordance with the IFR clearance.

b. When a flight plan indicates IFR for the first portion of flight and VFR for the latter portion, the pilot will normally be cleared to the point at which the change is proposed. After reporting over the clearance limit and not desiring further IFR clearance, the pilot should advise ATC to cancel the IFR portion of the flight plan. Then, the pilot should contact the nearest FSS to activate the VFR portion of the flight plan. If the pilot desires to continue the IFR flight plan beyond the clearance limit, the pilot should contact ATC at least 5 minutes prior to the clearance limit and request further IFR clearance. If the requested clearance is not received prior to reaching the clearance limit fix, the pilot will be expected to enter into a standard holding pattern on the radial or course to the fix unless a holding pattern for the clearance limit fix is depicted on a U.S. Government or commercially produced (meeting FAA requirements) low or high altitude enroute, area or STAR chart. In this case the pilot will hold according to the depicted pattern.

### 5-1-8. Flight Plan (FAA Form 7233-1)- Domestic IFR Flights

**NOTE-**

1. Procedures outlined in this section apply to operators filing FAA Form 7233-1 (Flight Plan) and to flights that will be conducted entirely within U.S. domestic airspace.

2. Filers utilizing FAA Form 7233-1 may not be eligible for assignment of RNAV SIDs and STARs. Filers desiring assignment of these procedures should file using FAA Form

7233-4 (International Flight Plan), as described in paragraph 5-1-9.

#### a. General

1. Prior to departure from within, or prior to entering controlled airspace, a pilot must submit a complete flight plan and receive an air traffic clearance, if weather conditions are below VFR minimums. Instrument flight plans may be submitted to the nearest FSS or ATCT either in person or by telephone (or by radio if no other means are available). Pilots should file IFR flight plans at least 30 minutes prior to estimated time of departure to preclude possible delay in receiving a departure clearance from ATC. In order to provide FAA traffic management units strategic route planning capabilities, nonscheduled operators conducting IFR operations above FL 230 are requested to voluntarily file IFR flight plans at least 4 hours prior to estimated time of departure (ETD). To minimize your delay in entering Class B, Class C, Class D, and Class E surface areas at destination when IFR weather conditions exist or are forecast at that airport, an IFR flight plan should be filed before departure. Otherwise, a 30 minute delay is not unusual in receiving an ATC clearance because of time spent in processing flight plan data. Traffic saturation frequently prevents control personnel from accepting flight plans by radio. In such cases, the pilot is advised to contact the nearest FSS for the purpose of filing the flight plan.

**NOTE-**

1. There are several methods of obtaining IFR clearances at nontower, non-FSS, and outlying airports. The procedure may vary due to geographical features, weather conditions, and the complexity of the ATC system. To determine the most effective means of receiving an IFR clearance, pilots should ask the nearest FSS the most appropriate means of obtaining the IFR clearance.

2. When requesting an IFR clearance, it is highly recommended that the departure airport be identified by stating the city name and state and/or the airport location identifier in order to clarify to ATC the exact location of the intended airport of departure.

2. When filing an IFR flight plan, include as a prefix to the aircraft type, the number of aircraft when more than one and/or heavy aircraft indicator "H/" if appropriate.

**EXAMPLE-**

H/DC10/A  
2/F15/A